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AMEX I

NARRATIVE REPORT OF TRAINING

TAB "A" - Formal Training

SEC I - Operations and Training

SEC II - Maintenance and Supply

TAB "B" - USCM

SEC I - Operations and Training

SEC II - Maintenance and Supply

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ANNEX I

TAB "A"

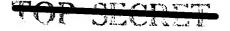
Marrative of Formal Training

SECTION I - Operations and Training

25X1C4a

- 1. The formal training of Detachment "A" started on 11 January 1956. Prior to this date those regulations pertaining to the training program had been published by the standard of the training were covered in Wing Regulation 50-1 with Annexes I, II, and III thereto; the Unit Simulated Combat Mission was cutlined in Wing Regulation 50-2.
- 2. With the arrival of three pilots on 11 January 1956 the training program actually began. The schedule called for the formal phase of training to be completed on 31 March this was accomplished with the exception of one flight which was scheduled twice during the last week of March but in each case aborted. This final mission was actually flown on 3 April. The complete flying training schedule, as set forth in Annex III to Wing Regulation 50-1, satisfactorily completed with the exception of the celestial training mission. This requirement was waived due to non-availability of sextants in Detachment "A" aircraft. The first sextant to become available was put into commission during the last week in March, hence there was not sufficient time to properly evaluate it prior to the USCM. Plans were made to test the celestial capability of the pilots wherever possible throughout the USCM. This was accomplished within the capabilities of the limited equipment available.
 - 3. Some 67 hours of ground school were programmed by Wing Regulation 50-1, Annexes I and II. This entire ground school schedule was satisfactorily completed prior to the beginning of the USCH.
 - 4. A quick recepitulation of the flying training scheduled per pilot versus that accomplished is:
 - a. Flying hours scheduled - - Approximately 53
 - b. Flying hours actually flown (average per pilot) - - - 93 Hours 22 Minutes
 - c. Number of missions scheduled _____li
 - d. Number of missions flown - - 19.1
 - 5. On 7 April 1956 Detachment "A" was considered to have satisfactorily completed all of its formal training and to be ready for a week of unit simulated combat missions. This was programmed for the week of 9 through 1h April. A narrative of the USCM will be found in TAB "B" of this Annex.





MMEX I

TAB "A"

Narrative of Formal Training

SECTION II - Maintenance and Supply

1. Maintenance:

25X1C4a

a. During the formal training phase of the progress directives affecting the maintenance operation were developed by personnel. These directives established the maintenance organization and procedures, maintenance and flying scheduling, and an abort and malfunction procedure for determining reliability of aircraft and its suciliary equipment. Approximately three weeks were consumed in affecting coordination with the different contractors concerned. Problems encountered concerned the understanding by each contractor of the terms of his contract and the necessity of contacting key contractor personnel for the proper coordination. Directives were approved by all concerned with a minimum of change and were published as Detechment "A" directives.

25X1C4a

- b. Personnel of the maintenance directives, continually monitored the training of maintenance personnel and provided instruction in deficient areas as needed.
- c. The most deficient areas during the training phase concerned coordination and planning between the maintenance and operations functions, planning and ecordination between maintenance sub-sections, and maintenance of aircraft forms and historical records. The above mentioned directives were designed to provide guidance for correction of the deficient areas mentioned. By the end of the training phase much improvement could be noted in all areas. Belly unit scheduling meetings were being conducted by the Detachment Communder, internal coordination within the maintenance activity was improving, and all historical records had been brought up to date. Continual instruction was being provided to improve forms maintenance.

2. Swoly:

a. In December 1955, a Flyaway Kit (FAK) Listing reflecting the various contractor spare part requirements was developed. A Special List of Equipment (SLOE) was also formulated to authorize the Unit Mission Equipment (UME) that would be provided by each contractor and from USAF resources to support the Aquatone mission. The initial Flyaway Kit (FAK) spares and SLOE items were shipped to 17 January 1956 and ismediate supply operations were established to support the Detaclment "A" Training mission. Action was also implemented to provide the unit with detailed directives cathining the supply

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25X1A6a

procedures that would apply both at and the overseas location. Prior to the completion of the Training phase, all the authorised supply personnel of Detachment "A" were available for duty. 25X1C4a During the Training phase ticipated in the over-all supply resources and provided detailed "on personnel actively parthe spot" training of all supply personnel assigned to Detachment "A". Data regarding the effectiveness of the Flynnsy Lit (FAK) and the Special List of Equipment (910%) was maintained during the entire operation. This information was utilised to revise the FAK and SLOE authorizations as required to insure maximum support. At the completion of the training phase the Flyssey Kit had been provided 96% of all items authorised. The Special List of Equipment was 92% complete. All shortages are receiving priority attention by the Depot Supply Officer and indications are that most deficiencies will be resolved prior to deployment.

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FLYAWAY KIT TOTAL ITEMS TITLE ALL SECTIONS 25X1C4a UNIT SECTION 100 10 20 PERIOD I LAC 1A5a2 96.8% Raw SECRET 93_25 HICON AIRBORNE 675 COMMO SP PERS 11 SPARES GROUND NOT REPORTED COMO SPARES COMMON HARDWARE AIII GROUND POWER SPARES II 37.4 TOTAL "Ground Communications Spanes is controlled and furnished by Project Headquarters. O/H O/H TOTAL OF AUTH AUTH TOTAL 25X1A5a2 2133 1790 3355 6056 57877 26105 2305 1718 COMMON HARDWARE GROUND POWER 3311 13918 LAC 23873 1 HICON 161 220 AIR COMMO SP PER EQ 00

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ANNEX I

TAB "B"

Narrative of Unit Simulated Combat Mission

SECTION I - Operations and Training

- 1. As established by directives from Project Headquarters, the unit simulated combat missions were scheduled for Detachment "A" during the week of 9 through 1h April 1956. Prior to the launching of this exercise the published a Technical Published a Technical Pemphlet, number 170-1 (see Annex II) which was to be used as a scoring guide for this USCM. The details of this Technical Pemphlet were discussed with Project Headquarters on 3d and 4th of April and, after approval by Project Headquarters, it was published on 6 April.
 - 2. The besic premise underlying the USCM was that it would test all elements of the proposed operational concept for overseas eperations. Hence Project Headquarters was called upon to issue the necessary orders for each mission, send them through normal communications to Detachment "A" who in turn flew the directed missions. After the missions had been flown standard reporting systems were used to test the combat reporting guide published by Project Headquarters, and the photography accomplished on the mission was forwarded to for 25X1A5a1 development. From there the finished product went to Project Headquarters for their review and acceptance.
 - 3. It was proposed by Project Headquarters that approximately 12 missions should be flown by Detachment "A". The final results of the week's activity indicate that 13 missions were actually scheduled and attempted, two of which resulted in aircraft aborts and one other should be considered aborted due to the fact that the entire camera installation was inoperative. Hence, of the 13 missions scheduled, 10 were effective.
 - 4. The following is a day by day run-down of the week's activities:
 - Monday 9 April h missions were scheduled on this day which was a maximum effort, there being only h aircraft available to Detachment "A". All h aircraft were airborne on time and all pilots flew their missions as briefed. One pilot blew his camera circuit breaker shortly after take-off when his view-finder handle shorted the electrical system, this caused his entire camera system to be inoperative throughout the mission.
 - Tuesday 10 April 2 missions were scheduled. Both sircraft were sirborne, one of which successfully completed his mission as briefed, the other aborted after some 15 minutes out with a frozen fuel pump. He returned to the base and landed.



Wednesday 11 April - 3 missions were scheduled and 3 aircraft departed on time. Two of these aircraft completed their missions as briefed although one pilot experienced a flameout while at altitude when he endeavored to even his fuel load by yawing the sircraft. This caused a starvation of the air ducts resulting in his flame-out. He had no trouble with the air start and proceeded on home along his briefed flight plan. The third sircraft experienced an engine failure. When almost at maximum radius distance 25X1A6a from a series of flame-outs and other troubles commenced. After some excellent flying and finally a sound decision upon the pilot's part to make an emergency landing, he was able to bring his sirereft in to 25X1A6a Air Ferce Base. His landing was uneventful and maximum security was achieved through the use of the emergency procedures established and in operation for the past three months_

Thursday 12 April - 2 missions were scheduled. The pilots took off on time and flew the missions as briefed.

Friday 13 April - 2 missions were scheduled but both were canceled due to weather. The weather in the vicinity of was 25X1A6a extremely marginal all of that day so all operational flying was postponed.

Saturday 14 April - 2 missions were scheduled, with both taking off on time and flying the mission as briefed.

5. The details of each mission as it was flown and scored can be found in Annaxes III, IV, and V. It was the opinion of the judges that the USCM was satisfactorily completed in every respect. From an operational standpoint the unit was able to fly the missions as directed by Project Headquarters, the pilots were proficient and were able to fly the missions as briefed, and finally, the unit as a whole was able to stand up under a week of intensive operational training.

I Kank

JAB "B"

Harrative of Unit Simplated Combat Mission

SECTION II - Haintenance and Supply

i. Maintenance:

- a. Haintenance organization: The over-all rating for the maintenance organization is effective. Deficient areas, such as maintenance of sireraft forms, supervision and control of personnel, and planning and coordination between maintenance sub-sections were noted during the initial portion of the USCH phase. However, definite corrective action was taken by the Detashment Commander and key supervisory personnel and all deficient areas corrected. The capability of the Detachment to quickly correct weak areas during the USCN is considered indicative of its sbility to continue to operate in an effective menner during actual overseas operations. Forms maintenance will need continual emphasis. The attitude of all maintenance personnel toward proper forms maintenance is good. It is considered within the capability of supervisory personnel to provide the additional instruction to maintenance personnel necessary to bring forms maintenames up to acceptable standards. Supervision and control of personmel and coordination and planning between maintenance sub-sections was somewhat deficient initially but was quickly corrected and operating smoothly during the remainder of the USCH.
- b. Planning and coordination between operations and maintenance is rated effective over-all. This area was deficient initially, primarily because of the 12-hour advance notification of mission requirements. Procedural changes were implanement to speed up publishing and dissemination of flying schedules to the various maintenance sub-sections. As a result of this planning and coordination all aircraft were ready at the take-off time specified and no ground aborts were experienced.

c. Reliability of aircraft and equipment:

(1) Airframe. The majority of discrepancies encountered were considered minor and were usually capable of being corrected during the normal pre-flight period. One of the four aircraft, Number 347, only made two missions. After the first mission on 9 April, it was out for an extended period for a sump tank change due to material failure of a weld. This sump tank change involved removing and replacing both the engine and the sump tank. The aircraft was ready

for test flight by 1430, 12 April. However, weather was not suitable and the test flight was not test flown until 0510, 14 April. The aircraft landed at 0730, was turned around and off on a scheduled mission at 0900. 14 April.

(2) Engineer

(a)

25X1D0g



(b) Oil consumption during the USOM veried from 2 to 12 quarts. Capacity of oil tanks is 56 quarts.

25X1A6a (c) 25X1A5a1 25X1A5a1 One engine failure was experienced on Number 3h6, and pilot elected to land at the This engine is being returned to the for a complete tear-down inspection.

- (d) Flame-outs. A total of 10 flame-outs were experienced during the USCH as follows:
 - I Number 348. Two flame-outs occurred while the aircraft was being flown in a wing high-yaw stitude. Filot experienced a heavy wing due to fuel, and was flying in this condition in an attempt to level the fuel load between the wings. The first flame-out occurred while flying in the wing high attitude. Upon return to the home base and while still at altitude, the same flying attitude was again attempted and the second flame-out occurred. Flying in this condition is believed to have caused starvation of the airducts and the consequent flame-out.
 - 2 Number 343. One flame-out occurred over home base while in a 35-degree turn with slight "C". Again this is attributed to duct starvation.
 - Number 346. Four flame-outs occurred while engine suffered failure (reference para lc(2)(c) shove). Flame-outs are attributed to engine failure rather than conversely. Reason for feilure is as yet undetermined. The engine will be returned to for overhaul and an evaluation will be made to determine cause of failure.

25X1A6a

- humber 349 flamed out three times. This was thought to be due to malfunctioning fuel control, which was changed. While setting maximum power after fuel control change, it was discovered that the compressor bleed valve was not sticking at 80%. This condition would cause a high power flame-out at altitude. Bleed valve governor was changed to correct this condition.
- (3) Ground Support Equipment. All authorised equipment was in place. The in-commission rate on this equipment everaged 95 per cent during the USCM phase.
- i. Assignment and training of maintenance personnel.
 - (1) One hundred per cent of authorised personnel are assigned.
 - The average experience level of all Lockheed personnel is over la years. All personnel have had both factory and field training on the U-2 aircraft. All mechanics are versatile in that they are competent in several specialties, such as airframe, engines, sheet metal, electrical, limited machinists, hydraulics, instruments, and some radio (installation).
 - (3) The average experience level of the communications personnel is around eight years. Their experience is extensive in both airborns and ground communications installations, maintenance and repair.
 - (4) Hydon (Camera) personnel have a varied experience level. They possess on the average a higher level of formal education. Experience is primarily in production, development and shop work. Practical experience in a line maintenance organization on direcraft is limited. However this lack of practical experience is being rapidly everage and is not considered serious. Much improvement was noted in this area during the USCM.

. Supply:

a. Prior to the Unit Simulated Combat Mission, the supply section of Detachment "A" was completely manned according to current newpower authorizations. The activity was well organized and operated offectively during this operation. The personnel assigned possess above averago supply experience and are considered capable of supporting the unit's overseas mission.

b. During the USCH, the Special List of Equipment (SLOE) was look effective in supporting all requirements of the maintenance and speration activities. The Flysway Kit Section was rated "Effective," supporting all but one request which was authorized but had not been provided by the aircraft contractor. The item was not of an emergency nature, and the aircraft in commission rate was not affected. During the USCM, hol total items were requested from the Flysway Kit Section of which hold total items or 99% was provided. Based on these factors supply was rated effective.

TAB

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AMMEX II

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USCM SCORING GUIDE

- TECH PAMPHLET 170-1

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6 April 1956

TECHNICAL PARHLET)

NUMBER 170-1)

I. INTRODUCTION:

l. This technical pamphlet outlines the system for scoring Unit Sirulated Combat Hissions for Project AQUATONE units trained under the super-25X1C4a vision of the

II. NUMERICAL SCORES:

- 1. Total possible numerical score for a USCN will be 100 points. Scoring will consider the following items:
 - as Percent of required aircraft airborne on time - - 10 points
 - b. Percent of required aircraft effective - - - 25 points
 - c. Percent of required aircraft completing mission as briefed -15 points
 - d. Percent accomplishment of USCH requirements - - - 15 points
 - e. Crew Proficiency:
 - (1) Navigation --- 5 points
 - (2) Photo Flight Line Flying - - - - - 25 points
 - fo Combat reporting ----- 5 points

III. ADJECTIVAL RATING:

- l. In addition to the numerical rating, a rating of effective, marginal, or non-effective will be given the following items:
 - a. Briefings, de-briefings, and critiques.
 - b. Maintenance.
 - c. Supply support.
- 2. Overall unit effectiveness will be expressed as combat ready or non-combat ready.

IV. DEFINITIONS:

- 1. Required aircraft. That number of sorties directed by Project Headquarters in the Operations Order and other directives. Sorties cancelled by Headquarters will not be considered required. Additional sorties may not be scheduled by the Detachment Commander.

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- a. 1 to 2 minutes early or late = - 80%
- b. 2 to 5 minutes early or late - - 70%
- c. 5 to 30 minutes early or late --- 50%
- d. More than 30 minutes early or late - 0%
- 3. Effective aircraft. Each aircraft will be scored according to the reconnaissance equipment which is operational through—out the mission. Equipment which is non-operational will down—grade the score in accordance with the tables below adjusted for the point in the mission where the failure occurred. If the failure occurs in the first 25% of the photographic portion of the mission, the equipment is considered non-operational for 100% of the mission. If the failure occurs in the second 25%, the equipment is considered non-operational for 75% of the mission. If the failure occurs in the third 25% of the mission. If the failure occurs in the last 25% of the mission, the equipment will be considered non-operational for 25% of the mission, the equipment will be considered non-operational for 25% of the mission.

A-1 CONFIGURATION

EQUIPMENT	Periscope	Tracker Car	nera Tri-me any ca	-	24" came:	ra Rocking Mount
DEGRADATION FACTOR	10%	20%	40%		40%	38
		A-2 CON	FIGURATION			•
EQUIPMENT	Periscope	Tracker	Vertical	L. Ob	lique	R. Oblique
DEGRADATION FACTOR	10%	25%	30%	309	\$	30%

- 4. Completing Mission as briefed. The number of required aircraft which adhered to the complete mission route and profile as outlined in the mission directive, flew the required air miles and landed at the designated landing base. Minimum altitude over enemy territory (Beyond 150 NM radius from home base) will be to If, due to flame-out or other cause, an aircraft descends below this altitude, only fifty percent (50%) credit may be awarded for the first, third, fifth, etc. such aircraft. The second, fourth, etc. aircraft which descends below minimum altitude will receive zero score in this item.
- 5. Accomplishment of USCM requirements. Scoring for this item will be based on the percent of mission requirements completed versus those scheduled for required aircraft. Weight for each training area is:

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D/R Legs	Celestial Obs	Flight Lines	Total Possible
25%	20%	5 5 %	100%

If weather precludes scoring of any training accomplishment, down-grading of scores will not result.

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TOP SECRET

Sanitized Approved Engineers on Analysis we 244 what we will be selected 600 NM in length. Dog legs may be included. Termination points will be selected prior to take-off. The pilot may use any means of navigation except the radio compass. The pilot will determine and record at least 20 minutes prior to termination point what his ETA is. This plus the pilot sestimate of the error in nautical miles at the expiration of the ETA will be reported at de-briefing. At the expiration of the ETA, the pilot will make a 90° turn to the left or right and another turn back onto course to show which photograph was made on the ETA. Tracker camera film will be used to score the navigation legs. If weather precludes plotting the photography, the leg will be discarded and no points will be lost or gained. Celestial observations will not be scored. Award of points will be based on the following table:

0 to 5 NM error - - - - 5 points 5.1 to 10 NM error - - - 4 points 10.1 to 15 NM error - - - 3 points Over 15 NM error - - - 0 points

7. Photo Flight Line Flying. Photo results will be scored numerically on the basis of flight line deviation. In addition, each pilot will be graded as good, average or poor according to the magnitude of corrections needed on flight lines and the steadiness of the aircraft during the runs. The film from the vertical camera and the tracking camera of the configuration used will be used for scoring. If these are not available due to camera failure, the flight line will be scored as attempted but rejected. If film cannot be plotted due to weather, the run will not be scored and no points will be lost. Points will be awarded in accordance with the following table:

Within 5 NM of flight line over entire line - - - 25 points Within 10 NM of flight line over entire line - - 20 points Within 14 NM of flight line over entire line - - 15 points Within 18 NM of flight line over entire line - - 7 points Over 18 NM from flight line at any point - - - 0 points

Flight lines to be scored will be designated prior to take-off.

8. Combat reporting. This item will be scored on the basis of timely submission of required reports. Points will be scored as follows:

Submitted on time - - - - 5 points
Up to 20 minutes late - - - 4 points
Up to 40 minutes late - - - 3 points
Up to 1 hour late - - - - 2 points
Up to 2 hours late - - - - 1 point
Over 2 hours late - - - - 0 points

9. Briefings, de-briefings and critiques.

Sanitized Phoyot For Pagase : CIA-RDP33-024 14 Apos 000 1/4 10 12 a. Briefings will be consider a wife

and all pertinent information is clearly presented as a logical sequence. brackings will be considered marginal if USCH umpires are left in doubt as to the conduct of any phase of the mission. A mission with an improper presentation of two or more essential elements will result in the briefing declared non-effective.

- b. De-briefings will be considered effective if all pertiment information is obtained from the pilote. Failure to obtain this will result in downgrading to marginal or non-effective, desending on the essentiality of missed items.
- c. Critiques will be judged as above with special attention devoted to the thoroughness of the analysis of each important sease of the mission. Items of particular importance are:
 - (1) Delays or problems in mission dispatch and reasons therefore (2) Route and profile flows.

(3) Weather encountered mersus brisheds

(4) Photographic results.

- (5) Position reporting and communications problems, if any.
- (6) Equipment and aircraft malfunction.
- 10. Maintenance. The following areas will be considered in arriving at the reintenance rating:
- a. Haintenance organization. This will include maintenance of aircraft records, supervision and control of personnel assigned and coordination and planning of different sub-sections of the maintenance organization.
- b. Planning and coordination between operations and mainterance in preparing for the mission.
- c. Humber of aircraft required each day versus number provided. This will also include aircraft falling into the categories of late take-off, ground abort and Fir aborts due to maintenance malfunction.
- d. Capability to turn aircraft after an abort or mission, engine changes and servicing of aircraft.
- e. General condition of equipment such as ground power, oxygen, aircraft handling equipment, quick engine change kits, built-up engines, and towing equipment.
- Il. Supply support. The following supply areas will be considered in arriving at the rateing given supply support.
- a. Number of supply requests made to the flyaway hit versus number of items issued.
- b. Completeness of flyaway his in percent. (Total items authorized versus total items on hand).
- c. Completeness of UME in percent. (Total items authorized versus total items on hand.)

Sanitized - Approved For Release: CIA-RDP33-02415A000190 10004-INL 115. Overall unit effectiveness. This item will be scored on the basis of

15. Overall unit effectiveness. This item will be scored on the basis of scores achieved in the areas mentioned above plus coordination between elements of the detachment, completeness and serviceability of assigned property, reliability of aircraft and installed equipment, assigned and training status of authorized personnel, and command effectiveness.

V SCORING EXAMILES:

- 1. Numerical score:
 - a. Percent of required aircraft airborne on time.

12 aircraft required

9 aircraft af borne on time

1 aircraft airborne 3 minutes late

1 sircraft a aborne 10 minutes late

1 aircraft mirborne 1 hour late

9 X 100% 4 70% 4 50% 4 0% = 1020% = 32 = 85% 85% X 10 points = 8.5 points awarded

b. Percent of required aircraft effective.

12 aircraft required

8 aircraft had no equipment failure

1 aircraft had tri-met failure in the third 25% of the mission

1 aircraft had periscope and tracker of A-2 fail right after take-off

2 aircraft had oblique of A-2 fail in second 25% of mission

8 X 100% \$ 80% \$ 65% \$ 2 X 77.5% = 1100% • 12 91.7% 91.7% X 25 points = 22 9 points

c. Percent of required air raft completing mission as briefod.

12 aircraft required

8 aircraft completed mission as briefed

2 aircraft returned to base by direct route after has flight line

2 aircraft descended h low minimum altitude over enery herritory.

8 X 100% \$\delta 2 X 0% \$\delta 1 X 50% \$\delta 1 X 0% = 850% \$\delta 12 = 70.6% 70.8% X 15 points = 10.6 points

d. Percent of accomplishments of USCH requirements.

(Items not attainable due to weather have been eliminated from requirements)

D/R Navigation Legs Scheduled 20 Accomplished 18 Celestial Observations Scheduled 60 Accomplished 50 Photo flight lines Scheduled 60 Accomplished 55

18 + 20 X 25% / 50 + 60 X 20% / 55 + 60 X 55% = 89.6% 89.6% X 1.5 points = 13.4 points

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e. Crew proficionsy

(1) DA Havigation

18 navigation legs scored 5 had error of less that 5 Mi 6 had error of more than 5 but less than 10 Mi 4 had error of more than 10 but less than 15 Mi 1 had error of over 15 Mi

5 X 5 \$ 8 X 4 \$ 4 X 3 = 69 69 • 18 = 3.8 points

(2) Photo flight line flying

60 lines scheduled
5 unscorable due to weather
10 rejected due to vertical and tracker cameras failing
20 within 5 Mi of line
20 within 10 Mi of line
4 within 14 Mi of line
1 within 18 Mi of line

20 X 25 \$\int 20 X 20 \(\varphi \) \(\text{X 15 } \int 1 X 7 = 967 \)
967 \(\int 55 \) \(\text{20 X 20 } \(\varphi \) \(\text{X 15 } \int 1 X 7 = 967 \)

f. Combat reporting.

100 reports required
80 submitted on time
5 submitted 1 to 20 minutes late
5 submitted 21 to 40 minutes late
5 submitted 41 to 60 minutes late
5 submitted 41 to 120 minutes late
80 X 5 \$ 5 X 4 \$ 5 X 3 \$ 5 X 2 \$ 5 X 3

80 X 5 \(\delta \) X 4 \(\delta \) X 3 \(\delta \) X 2 \(\delta \) X 1 = 450 450 \(\delta \) 100 = 4.65 points

g. Total numerical score

3.5 \$ 22.9 \$ 10.6 \$ 13.4 \$ 5.8 \$ 17.6 \$ 4.5 = 61.3 points

to An example of adjectival ratings is not considered necessary.

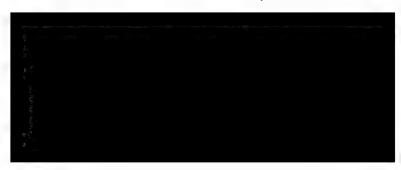
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state conclusion of the USCH the Commander in Chief, Stretagic Air Command, with information copies of Hesiquarters, USAF, Project Hoadquarters and the Detackment Commander. Areas where the numerical secre was low or where a rating of less that effective was given will be malized so as to high-light deficiencies.

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If appropriate, he will recommend corrective action. He will recommend that the detachment be declared combat ready or, if not, he will outline the additional training or other corrective action considered necessary.

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ANNEX III

NUMERICAL SCORE OF USON

TAB "A" PERCENT OF REQUIRED AIRCRAFT AIRBORNE ON TIME

TAB "B" PERCENT OF REQUIRED AIRCRAFT EFFECTIVE

TAB "C" PERCENT OF REQUIRED AIRCRAFT COMPLETING MISSION AS ERIEFED

TAB "D" PERCENT ACCOMPLISHMENT OF USCM REQUIREMENTS

TAB "E" CREW PROFICIENCY

TAB "F" COMBAT REPORTING

TAB "G" SUMMARY OF LOST POINTS

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RECAPITULATION OF ISSUES

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TOTAL ITEMS (OVERALL PERCENTAGE) FLYWAY KIT 375 4NJ 425 450 475 500 PERIOD REQUESTED

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ISSUED ____

AIR FORCE - HQ 15AF, MARCH 7089

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ANNEX IV

ADJECTIVE RATING OF USON

TAB "A" BRIEFINGS

TAB "B" DEBRIEFINGS

TAB "C" CRITIQUES

TAR "D" MAINTENANCE & SUPPLY SUPPORT

This document consists ofpages
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TAB "A"

BRIEFINGS

Hissian Briefings at the beginning of the USCM were rated as marginal. This was the first epportunity that the planning staff of the Detechment had had to organize briefings for simulated combat type missions. Descrepancies and oversights in their early briefings were pointed out. As the USCM progressed the quality of briefings greatly improved and became very thorough and professional. The Intelligence portion of the briefings was especially commendable, simulated profiles were portrayed during each briefing and realistic presentation of simulated enemy order of battle, EV and GCI capabilities lent realism to the USCM.

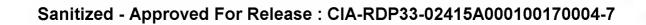
Effectiveness of the General Briefings was hespered by the lack of surrent weather information. This information would not arrive from the Weather Central in Washington, D. C. in time for general briefing. This descrepancy was not charged to Detechment "A" but is a descrepancy that should be corrected in future operations. The overall rating for Briefings by the Detechment "A" staff is Effective.

Detailed briefing check lists for each sortie are included as inclosures to this annex.



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TAB "C"

CRITIQUES

Oritiques were rated as <u>effective</u>. They were very thorough and comprehensive and all sections were well informed as to just what had occurred on each sortie. Detailed critique check lists are included as inclosures to this annex.



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25X1C4a HQ MISSION # (346) (347) (348) (349)

MISSION #_1005, 1006, 1007, 1008

25X1A9a

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DATE CRITIQUE 10 April 1956

DATE MISSION • April 1956

e little consent in a produce	ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.*	Critique Roll Call, On time & Security	endrift had comprehensive commercial network grades	and the second s	AND
2.	Intelligence Officer	emmanetiin A. Louisenacepani.Coopiishinguda.gaicytein	nggari sa zady nazo zady, napadiang Migrael Mandaig sa dinahana sa dinahan	AMERIANCIAN - 1 Zemil sapila of 18 arts outstanding analysis of the Property of the Security o
	(a) Review of information obtained through crew interrogation	AMERICAN AND SERVICE WAS CONTINUED AND AND AND AND AND AND AND AND AND AN	menter and an extension of the American Company and the second of the second and an extension of the second and are also an extension of the second and an	andropouth a. Oschracker (component andro) (combine. 2004 (andropout 16.00))
	(b) Analysis of Photography obtained	X		
3.	Electronic Specialist: Analysis of results obtained		and the second of the second o	X (1)
١	Critiquing Officer: General discussion of overall mission as flown			AUDITORY / TEMPORALOWS / TEMPORALOWS / TEMPORAL TO THE TOTAL CONTROL OF THE TOTAL CONTROL OT THE TOTAL CONTROL OF
5.	Staff Observer's:	7/L 7-1/1	and an appendix and appendix linear and appendix and appendix	MITTHEW I. A. COMMANDEN OF THE PROPERTY OF THE
	(a) Foute flown compared to briefed route	X	Minima strakt ural Kosako modalkoja ustako e uvo	politic (Straw Application on Management of the Straw Application of th
<u> </u>	(b) DR Legs - Average error	X		Marcon Control and Control of Apple 18th Sales S
	(c) Celestial Observations - Average error	X		and the state of t
	(d) Flight Lines - percent of flight line deviation			phiconechiscon annotae electrical in a la material constitutation of the transformation and states
- Control of the Control	(e) Cruise Control results	2		
6.	Photo Interpreter:		*	The state of the s
	(a) Results of Aerial Photography obtained	X		
V	(b) Percentage of assigned targets on which acceptable photography was obtained	X		
	(c) Reasons for failure to obtain acceptable photography	ander professional control of the second		
7.	Chief of Maintenance:	X		playednik (M. A. July - 1977, 1979 (C. M. Chilliann Control Royan 1971, 1995) C. Lau. — no 1444, 1985 (C. M. Chilliann Chilliann Chilliann 1971, 1985) (C. M. Chilliann Chilliann Chilliann 1971) (C. M. Chilliann Chilliann Chilliann 1971) (C. M. Chilliann Chilliann 1971) (C. M. Chilliann 1971) (C. M
	(a) Aircraft malfunctions affecting mission	X		том на при н На при на при
	(b) Corrective action taken	1	THE RESIDENCE OF THE PROPERTY	Marketan on systems was a transfer out of the control of the contr
8.	Physiological Officer	X		
	(a) Personal Equipment malfunctions affecting mission	X		MICHAEL A ANNO METER PROPERTY OF A CAMBRIDGE AND
	(b) Corrective action taken	X		-манамант va (RM fall APPLE VIII), redat (AII) AIII (AII) (AIII) (AII) (AIII
	(c) Physiological factors influencing mission	AND TOTAL CO. CO. ST. ST. ST. ST. ST. ST. ST. ST. ST. ST		·斯森斯斯斯尔·艾尔·比纳州中国共和国的中央,中国的中央中省国的党主,但是最大的企业的企业,这种政治的企业。

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE			
9. Pilot Comments	_					
10. Commander's Comments						
* Personnel to be present:						
(a) Commander	(e) Chief of Maintenance					
(b) Pilot I	(f) Intel	ligence Off	icer z			
(c) Flight Planning Team 🗶	(g) Physi	ological Of	ficer X			
(d) Photo Interpreter	(h) Elect	ronic Speci	alists Absent			
Explain all marginal or non-effective ite	ems:					
(1) Electronic specialist absent	- no eritiq	uo.	andre en			
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			gengen – <u>Talantsylvalla lang pilo palabilika nakalak</u> angga, n paga sa			
	EFFECTIVE	MARGINAL	NON-EFFECTIVE			
OVERALL RATING:	x					

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HQ MISSION # 1009 (348) 1010 (846)

DATE CRITIQUE 11 April 1986

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MISSION # 1009, 1010

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DATE MISSION 10 April 1956

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	ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* C	ritique Roll Call, On time & Security	Z	etan, reina gipunmungungan keristikan kan pelalam keta yang d	nay inayacid ingamagangang magamagang magamagang magamagang magamagang ambandang magamagang magamagang magamaga
2. I	ntelligence Officer	Z	Allegaria en relizión residen alles en el fino en elle Espéralistic de l'especialistic de l'especialistic de l	STATE OF THE PARTY OF THE STATE
(a) Review of information obtained through crew interrogation	2		angelekken, in genere lighelijsje troeper promiere enge geprinen i spilari i statistiske kollin frame I spilari i spilari Angelekken (a. 17 km), aldelegens i skripe – havenske kollingskappe – - 17 7 - 40 1 milleri i spilari i spilar
(b) Analysis of Photography obtained			anni ang sa 1 i sang ang ang sa
r	lectronic Specialist: Analysis of esults obtained			allet siddings of this year to be the siddle siddle siddings of the siddle siddle siddle siddle siddle siddle siddings of the siddle si
<u>•</u>	ritiquing Officer: General discussion f overall mission as flown			anderfacence i tecnologiscomani regeriantska addictor - ripro-radicin survaliscomani
	taff Observer's:	I	ndondurado (Phydlorido SCC), del micro (Phys. o Program Station	State belong our transmission and the Anthropological Property of the Property
	a) Route flown compared to briefed route	****	ilmanne edicami substanti sistema se despesso e nepes veces	American victoring supering in 1.1 metabone (1.1 propring to 1.1 propring to 1.1 propring to 1.1 propring to 1
	b) DR Legs - Average error	ernac vonake voorschein voorschein der anderschein operaner	AMERICA ANNONEMIA PROPERTURA ANTONIO POR PROPERTURA ANTONIO POR PROPERTURA ANTONIO POR PROPERTURA ANTONIO POR	actions in the second control of the second
	c) Celestial Observations - Average error	Zan androne artemateria and a superior and a superi	ernet, suurandekkelikkoitel soosaassakkin värjaksin 1993.55 vuotukke	gerroade u zenarekkonozo a kongen akondenar
(d) Flight Lines - percent of flight line deviation			gallanespert respected disablicative (Johnson 2) (feeding 20) on creative (in it is in its indisablicative).
(e) Cruise Control results	<u> </u>		
6, P	hoto Interpreter:			and comment of the first of the section of the sect
(a) Results of Aerial Photography obtained			ganahitarac "quon'tataran vielatareeritaan" (1960-1879) (1960-1879)
Ĭ)	b) Percentage of assigned targets on which acceptable photography was obtained	I		
(c) Reasons for failure to obtain acceptable photography	X		
7. 0	hief of Maintenance:	X		gazdrássymre en rakujak azárorfrenken ferir és ez elősájászán " tresén könneszek maghesták
(a) Aircraft malfunctions affecting mission	X		
	b) Corrective action taken	<u> </u>		CONSIGNATION OF STREET
	hysiological Officer			neglassoria "Vizzat majonartnes vizat igan ir agilikat — 18065 dilaska ili Adaleksia
<u> </u>	a) Personal Equipment malfunctions affecting mission		and all philodology from This forest all the Shows and the	ng ang Kinagaran sabanda kakandan da sabadda Kinagaran da saban saban saban saban saban saban saban saban saba
(b) Corrective action taken	<u></u>		gap parakon a status anagamangan karan a a anagaman ni arangan a sagaban anaga na karangan anaga
(c) Physiological factors influencing mission			annantiarn 7 Janyaningung 1800 mag Ass Assassor - CRO 1804 E.C = 1800 Ball

ITEM	EFFECTIVE	MARGINAL	NON-TEMECURAL				
9. Pilot Comments	8		BANCO - MASS U 143 900 10776 / 2005SSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS				
10. Commander's Comments	X		angan rangsan anggan di rangsan nangsan nangsan nangsan nangsan nangsan nangsan nangsan nangsan nangsan nangsa				
* Personnel to be present:							
(a) Commander K (e) Chief of Maintenance							
(b) Pilot X	(f) Intel	ligence Off	icer X				
(c) Flight Planning Team X	(g) Physi	ological Of	ficer X				
(d) Photo Interpreter	(h) Elect	ronic Speci	alists (Late) I				
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	EFFECTIVE	MARGINAL	NON-EFFECTIVE				
OFERALL RATING:	X						

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2500 Missaon # 1511 (349) 1012(346)1013(348)

DATE CRITIQUE 12 April 1956

MISSION # 1011, 1012, 1013

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DATE MISSION 11 April 1956

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	THEN	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.	* Critique Roll Call, On time & Security	X		
2。	Intelligence Officer	x		
	(a) Review of information obtained through arew interrogation	ż		
	(b) Analysis of Photography obtained	X		
3.	Electronic Specialist: Analysis of results obtained	I	·	
4.	Oritiquing Officer: General discussion of overall mission as flown	x		
5.	Staff Observer's:	X		
	(a) Route flown compared to briefed route	I		
	(b) DR Legs - Average error	X		
	(c) Gelestial Observations - Average	X		
	(d) Flight Lines - percent of flight line deviation	X		
	(e) Cruise Control results	I		
6.	Photo Interpreter:	I		
	(a) Results of Aerial Photography obtained	2		
	(b) Percentage of assigned targets on which acceptable photography was obtained	1		
	(c) Reasons for failure to obtain acceptable photography	x		
7 。	Chief of Maintenance:	1		
	(a) Aircraft malfunctions affecting mission	X		
····	(b) Corrective action taken	X		
B	Physiological Officer	X		
	(a) Personal Equipment malfunctions affecting mission	T		
	(b) Corrective action taken	X		
	(c) Physiological factors influencing mission	x		

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	ITEM	EFF	ECTIVE	MARGINAL	NON-EFFECTIVE
	Santifized - Approved For Release : CIA-	RDF	33-024	5A0001001	70004-7
9.	Pilot Comments		I		
			I		
10.	Commander's Comments				
* !	Personnel to be present:				
	(a) Commander I	(e)	Chief o	f Maintenanc	e I
	(b) Pilot I	(1)	Intelli	gence Office	r I
	(c) Flight Planning Team X	(g)	Physiol	ogical Offic	er I
	(d) Photo Interpreter X	(h)	Electro	nic Speciali	sts I
	Explain all marginal or non-effective items	s :			
	Essellent Critiq ue.				
		EF	FECTIVE	MARGINAL	NON-EFFECTIVE
-	OVERDAY DARTINA	1	X		
	OVERALL RATING:	i		1	1

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DATE MISSION 12 April 1956

ITEM EFFECTIVE MARGINAL ON-EFFE TIVE 1.* Critique Roll Call, On time & Security I 2. Intelligence Officer I (a) Leview of information obtained I hrough crew interrogation (b) Analysis of Photography obtained 3. Electronic Specialist: Analysis of X results obtained Critiquing Officer: General discussion of overall mission as flown I 5. Staff Observer's: I (a) Loute flown compared to briefed oute I (b) 1R Legs - Average error X (c) (elestia Observations - Average I (d) light Lines - percent of flight ine deviation X (e) (ruise Control results X 6. Phote Interpreter: X (a) Lesults of Aerial Photography X obtained (b) Tercentage of assigned targets on which acceptable photography was X obtained (c) feasons for failure to btain cceptable photography I 7. Chiei of Maintenance: X (a) /ircraft malfunctions affecting rission I (b) (orrective action taken X 8. Physiological Officer X (a) I ersonal Equipment malfunctions effecting mission I (b) Corrective action taken Ĕ (c) Physiological factors influencing mission

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE				
9. Pilot Comments	x						
10. Commander's Comments	x						
* Personnel to be present:							
(a) Commander (e) Chief of Maintenance							
(b) Pilot	(f) Intel	Lligence Off	licer				
(c) Flight Planning Team	(g) Phys	iological Of	ficer				
(d) Photo Interpreter	(h) Elect	tronic Speci	alists				
Explain all marginal or non-effective ite	ems:						
							
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	EFFECTIVE	MARGINAL	NON-EFFECTIVE				
OVERALL RATING:	I						

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DATE CRITIQUE 11 April 1986

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DATE MISSION 10 April 1956

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security		A STATE OF THE PARTY OF THE PAR	CALLE COMPLETE LEGISLA TAD
2. Intelligence Officer	Z		elitäävittä 10. 11 (poikinsistä Telenoksi viinkiskus jänkikkiskassoonija valikaska, "Cident (sessionis
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(a) Review of information obtained through crew interrogation	7		
(b) Analysis of Photography obtained			ad invitability of the constitution in the constitution of the con
3. Electronic Specialist: Analysis of results obtained		The Market Control of the Control of	and the state of t
b Critiquing Officer: General discussion of overall mission as flown	I X		ANTERIOR TO LACE SUSE ANTERIOR CONTROL MATERIAL AND ANTERIOR CONTROL C
5. Staff Observer's:	I		described to 1 minutional graduation cuttions characterized . Detail the second augustions.
(a) koute flown compared to briefed route	x		and the state of t
(b) DR Legs - Average error	X		nado esta e sua rematerar sendençal e a delinida estado e se en el estado estado de la composição de la comp
(c) Celestial Observations - Average error	THE PARTY NAME AND ADDRESS OF THE PA	and the Commissional Control of the	Collectives and the confidence of the collective discount in the collective c
(d) Flight Lines - percent of flight line deviation	x		nt Ferministe i Filmani i disentali fi es este estima elecciologia de la cupació en diferen españologia.
(e) Gruise Control results	Z		Aller od Antonia (1984) in de Antonia (1984) in de Antonia (1985) in de Antonia (1985) in de Antonia (1985) in
6. Photo Interpreter:	X		National Analysis of Analysis
(a) Results of Aerial Photography obtained	X		er e
(b) Percentage of assigned targets on which acceptable photography was obtained	x		andradus di rispan-familian menderaksig sinemo yi ris suhusiri viya sa kalejunda
(c) Reasons for failure to obtain acceptable photography	A CONTRACTOR CONTRACTO		errica, filo errigi manifeliaren gantziak erriza, ilian ila 1960a ila 1960a ila 1960ako errigia ila
7. Chief of Maintenance:	X		COMMONSTAL COMMON TERMONORISM STATEMENT OF A WHITE A STATEMENT OF THE STAT
(a) Aircraft malfunctions affecting mission	x		ant description and the second
(b) Corrective action taken	T		Wilderford (A) Medicinates executives executives and all for the control of the
8. Physiological Officer	I		
(a) Personal Equipment malfunctions affecting mission	The state of the s		-AMBELL (A) O CITAMONINETYRINIELO C MONAPE ARROW S. LISTS TO REPORT AND
(b) Corrective action taken	X	The second secon	CONTRACTOR AND
(e) Physiological factors influencing mission	Z		entra de l'anticològic e mengiori que este establica de la cològica del cològica del cològica de la cològica del cològica del la cològica del

ITEM	EFFECTIVE	MARGINAL	NON "ELLECTARE STATE
9. Pilot Comments	***************************************	A CORTE AND THE STATE OF THE ST	THE PARTY HARM MARKET IN A MARKET PARTY TO THE
10. Commander's Comments	X	and the second s	enten er en
* Personnel to be present:	and the second section of the sectio	an Mara a de ang an a difference a distribution de la distribution de	anderson and the state of the s
(a) Commander X	(e) Chi	ef of Mainte	enance X
(b) Pilot		elligence Oi	
(c) Flight Planning Team		siological (
(d) Photo Interpreter			cialists (Late)
Explain all marginal or non-effective			
	Martin Common Control Company and the State Control Control Control Control Control Control Control Control Con		
	CONTRACTOR OF THE PROPERTY OF		
OFERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE
O BRITING!	X		

RATING OFFICER

TAB "D"

MAINTENANCE AND SUPPLY SUPPORT

The maintenance and supply support is rated overall <u>effective</u>. As may be noted by the inclosed daily reports some areas were marginal in the initial phases. These marginal areas were quickly corrected and brought up to an effective operation as the USCH progressed.



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DATE: 0001 - 2400, 9 April 1956

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ITEM	EFFECTIVE	MARGTNAT.	NON-EFFECTIVE
1. Maintenance - Engineering			**************************************
(a) Maintenance Organization		X	ana dia mpikangan anggarang di kacamatan da kanan di kan
(b) Planning & Coordination between Operations & Maintenance		X	andia anni il laborario anticolo di ancienti di ancienti di ancienti di ancienti di ancienti di ancienti di an
(c) Aircraft required versus number provided	Х		
(d) Aircraft Turn-around Capbility	X		
(e) General Condition of Ground Handling Equipment	Х		
2. Supply Support			
(a) Number of line items requested versus issues	A .		
(b) Number of total items requested versus issue	Х		
Explain all marginal or non-effective	items:		
See attached remarks. This report on	the first d	lays Materia	al areas is
made in considerable detail to aquaint the			
not be in this detail.			
	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:		Х	

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DATE: 0001 - 2400, 10 April 1956

YS	EFFECTIVE MARGINAL NON-EFFECTIVE
1. Maintenance - Engineering	
(a) Maintenance Organization	X
(b) Planning & Goordination between Operations & Haintenance	X
(e) Aircraft required versus number provided	X
(d) Aircraft Turn-around Capbility	I
(*) General Condition of Ground Handling Equipment	2
2. Supply Support	
(a) Number of line items Requested versus issues	X
(b) Number of total items requested versus issues	X
Explain all marginal or non-effects	ive iteas:
Marginal rations are explained on the	
	EFFECTIVE MARGINAL NON-EFFECTIVE
OVERALL RATING:	T.

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MEMARICS

- 1. Maintenance Engineering.
 - a. Haintenance Organisation.
 - Aircraft records. Maintenance of aircraft records is marginal. This rating is given because of imprioper and inadequate maintenance of TD Form 781-2. Inspections on airframe and engines are not alighed, proper entries indicating complete corrective action are not make in all cases, daily 781-2's are not completed and turned in promptly, and significant discrepancies found during preflight inspections are not recorded or corrective action shown. The attitude of crew-chiefs in regard to maintenance of Trom731 is good. Additional instruction is needed in this area. Other records are effective, modification records have been brought up to date and all engineering changes have been complied with.
 - (2) Supervision and sontrol of personnel.
- 25X1A5a1 (a) Supervision and control of personnel is effective. Each improvement has been shown in this area, a personnel locator beard, showing erew and all personnel assignments is in use. Daily roll calls are held and personnel accounted for. Work assignments are made by the maintenance supervisor.
- 25X1A5a1 (b) Supervision and control of personnel is rated as marginal. This rating is given in that it is difficult to locate key personnel, to determine when work requirements will be accomplished on aircraft.
 - 25X1D0a

 25X1D0a
- (3) Coordination and planning of maintenance sub-sections is marginal. While all aircraft got off on scheduled time, considerable room for improvement exists in this area. Aircraft status reporting has improved, but is still very slow and somewhat inaccurate. The aircraft status board, showing in or out is not kept current.

 AF 110 status, over 21 hour period is not kept current during the day. The maintenance supervisor distributes flying schedules and coordinates work accomplish-

25X1A5a1

ment with maintenance sub-sections. There appears to be considerable delay in work accomplishment and reporting by personnel.

- b. Planning and coordination between operations and maintenance in preparing for the mission is rated as marginal. As may be noted
 from inclosure #1, sortic requirements for 9 April were received 3 April
 at 1835. The published flying schedule was picked up by the maintenance
 supervisor at Ohi5 and disseminated by Oh50, 9 April. Aircraft would
 not have been prepared in time to meet sortic requirements if the maintenance supervisor had not obtained verbal information and estimated for
 various scrtic requirements. Information received at such late times
 would make continous operation questionable and with little or no room
 for error or maintenance difficulties.
- c. Sumber of aircraft required each day versus number provided is rated effective. Four (h) aircraft were required, four (h) furnished and four (h) in-commission. There were no ground aborts. Of the four (h) airborn one (l) (3h9) was considered an air abort due to complete failure of recommaissance equipment. Two (2) others (3h6 & 3h7) were partial effective due to failure of cameras. Inclosure #2 is a chart which provides a visual presentation of aircraft status and aborts, together with a detailed listing of discrepancies and corrective action taken for each aircraft.
- d. Capability to turn aircraft around after a mission or abort is rated as effective. As may be noted from Inclosure #3, airfrage and engine discrepancies were miner on all aircraft. Aircraft Mes 346 and 343 were left in commission in that all discrepancies were corrected during the pre-flight period in a very short time after landing. Aircraft Mes 347 and 349 were called out of commission upon landing for repair of special equipment. These two latter aircraft were still out of commission at 2400. It should be noted that the daily AF Ferm 110 showed 100% in commission. This was true for the airframe and engine but not the fer special equipment installed. Since this equipment was out and being worked on, the aircraft could not execute their mission and this condition should have been so reflected on the AF 110.
- e. The general condition of ground support equipment is rated effective. As may be noted from Inclosure #h, "Daily Status of Support Equipment" all ground powered equipment was in 100% of the time, except for one Ma-2 for one hour. Three LEC's were completely built—up on three engines except for two minor parts. There two parts could be obtained from any repairable power pack upon removal, and would cause no delay in engine change. These parts are on order. The overall rating because of the maintenance organisation is marginal. This rating is given because of the several marginal conditions stated above. It is the opinion of the undersigned that with concentrated effort to improve the marginal areas indicated, it would not be too difficult to bring the maintenance operation up to an effective rating.

2. Supply Support

- a. Flyaway Kit Line Items Requested 19 Flyaway Kit Line Items Supplied - 19
- b. Flyaway Kit Individual Items Requested 38 Flyaway Kit Individual Items Supplied 38

5 Incls:

- 1. Planning and Goordination Retween Operations and Maintenance
- 2. Mr of A/C and/or Aborts
- 3. Daily Status of Supp Equip
- h. Recapitulation of Issues (Line Items)
- 5. Recapitulation of Issues (Individual Items)

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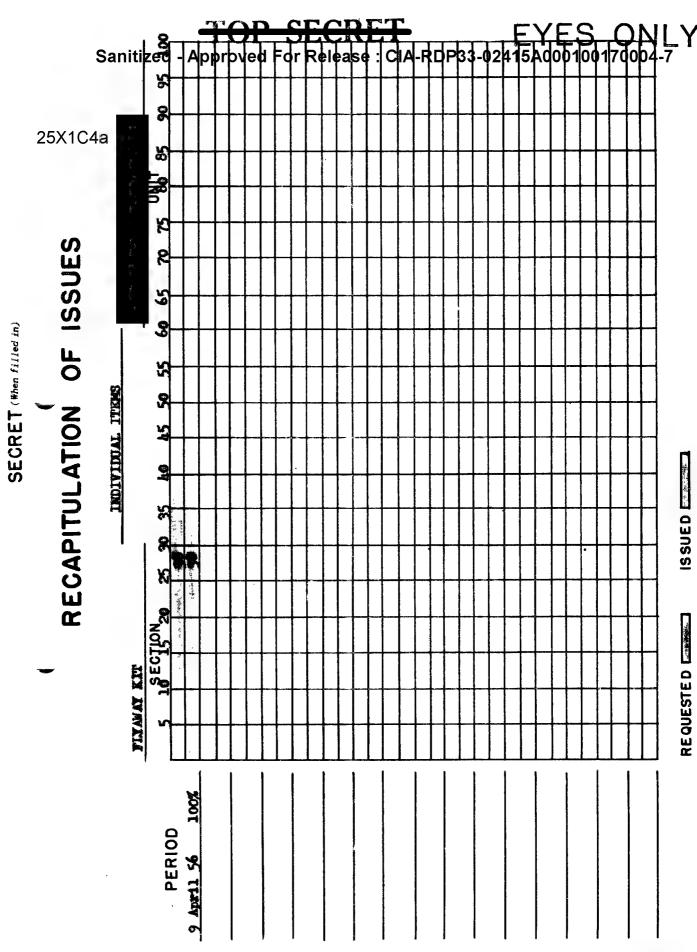
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ONL	were n	otified of	f camera d	onfigurat	ions @ 201	15, 8 Apri	11 on 348	and 349.		1	46 & 347, They
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REMARKS

1. Maintenance - Engineering

- a. Maintenance Organization.
- (1) Aircraft records. Maintenance of aircraft records is marginal. Considerable improvement has been made since the first report in making required entries and showing 25X1A5a1 corrective action taken. Work accomplished by persennel is recorded on DD 781-2 by the erew chief or not at all.
 - (2) Supervision and control of personnel.

25X1A5a1

(a) - effective.

25X1A5a1

25X1A5a1

- (b) is raised to effective. It appears that personnel are being directed and controlled in their work assignmen's. Some of the assigned personnel, while experienced in their field, have not worked on aircraft before this assignment. Increased experience should reduce there deficiencies.
- (a) Communications effective.

25X1A5a1

25X1A5a1

25X1A5a1 (3) Coordination and planning by and Communications personnel is effective. Maintenance of aircraft status is improving except for the personnel make no reports of work accomplishments to the maintenance supervisor. Reports, if any, are made to the erew chief when available. coordination and planning is rated as non-effective, sofar as keeping the maintenance supervisor informed is concerned. Because of this non-effective condition the overall rating for maintenance organisation is condiered marginal.

b. Planning and coordination between operations and maintenance in preparing for the mission is rated as marginal. (Incl #1) Much useful information and seordination is obtained at the daily scheduling meeting. Verbal information continued to be disseminated during the evening. However, the mublished schedules did not reach the maintenance supervisor until 0400 or and communications until 1600.

25X1A5a1

- c. Mamber of aircraft required versus number provided is rated effective. The AF 110 in-commission rate for the 24 hour period was 75%. (Inel #2)
- d. Capability to turn aircraft around after a mission or abort is rated effective. (Incl #2)
- e. The general condition of ground support equipment is rated effective. (Incl #3)

2. Supply Supports

- a. Flyaway Kit Line Items Requested 16 Flyaway Kit Line Items Supplied - 15
- b. Flynmay Kit Individual Items Requested 60 Flynmay Kit Individual Items Issued - 59

5 Incles

- 1. Planning & Coordination Between Operations and Maintenance
- 2. Hr of A/C and/er Aberts
- 3. Daily Status of Supp Equip
- h. Recapitulation of Issues (Line Items)
- 5. Recapitulation of Issues (Individual Items)

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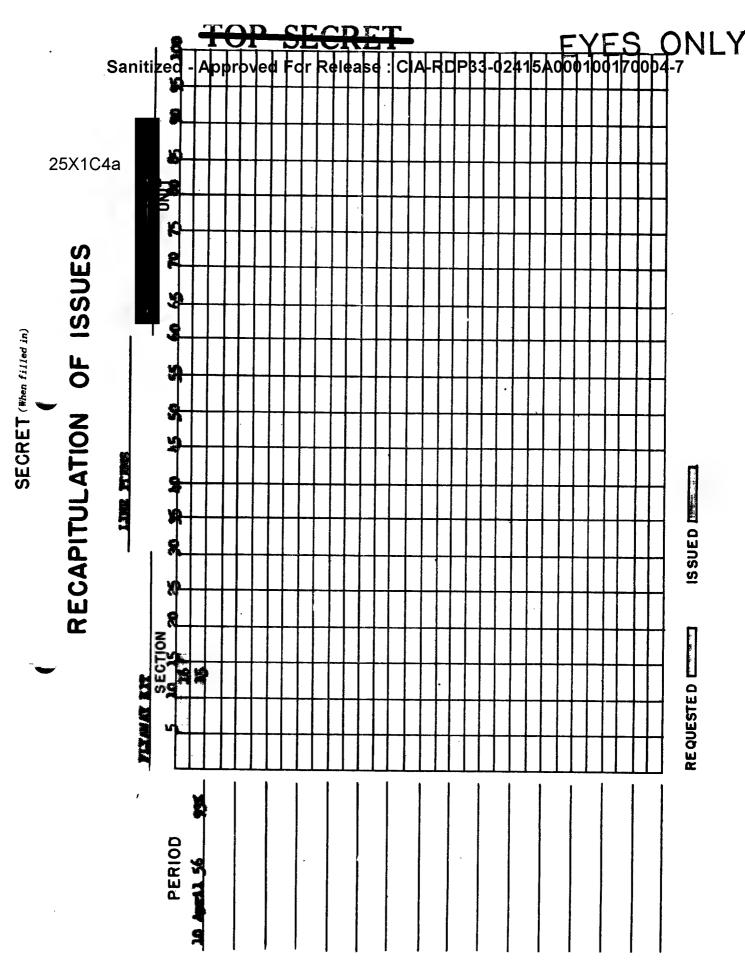
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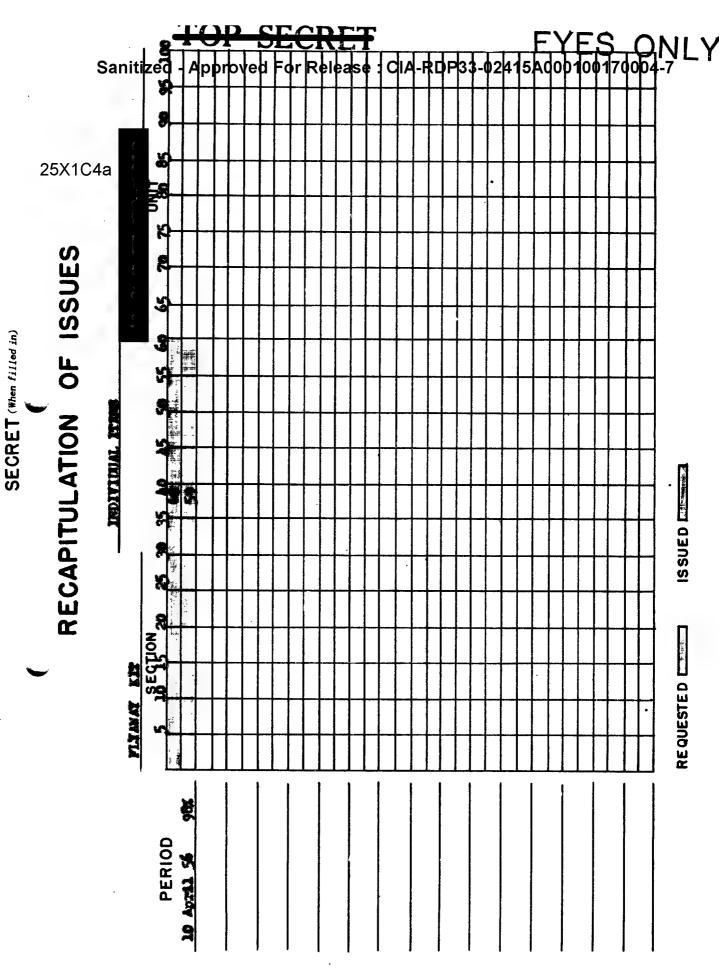
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		EFFECTIVE MARGINAL MONLEPPECETVE
	1. Haintenance - Engineering	X
	(a) Maintenance Organisation	X
	(b) Planning & Coordination Between Operations & Maintenance	X
	(c) Aircraft required versus mumber provided	I
	(d) Aircraft Turn-around Capability	X
	(e) General Condition of Ground Handling Equipment	X
	2. Supply Support	
	(a) Number of line item requested versus issues	X
	(b) Number of total item requested versus issue	X
	Explain all marginal or non-effective i	tens:
	a. Maintenance Organisation is rate	ed effective. Thile there has been
	much imprevement in aircraft records maint	enance, continued emphasis in this
25X1A5a1	area, especially by personnel is sti	ill required.
25X1A5a1	b. coordination and planning	g is improving and is rated as
	marginal.	
	c. Definite corrective action has b	peen taken in planning and co-
	ordination between operations and maintena	
-		EVERCTIVE MARDINAL NON-REFECTIVE
	OVERALL RATING:	

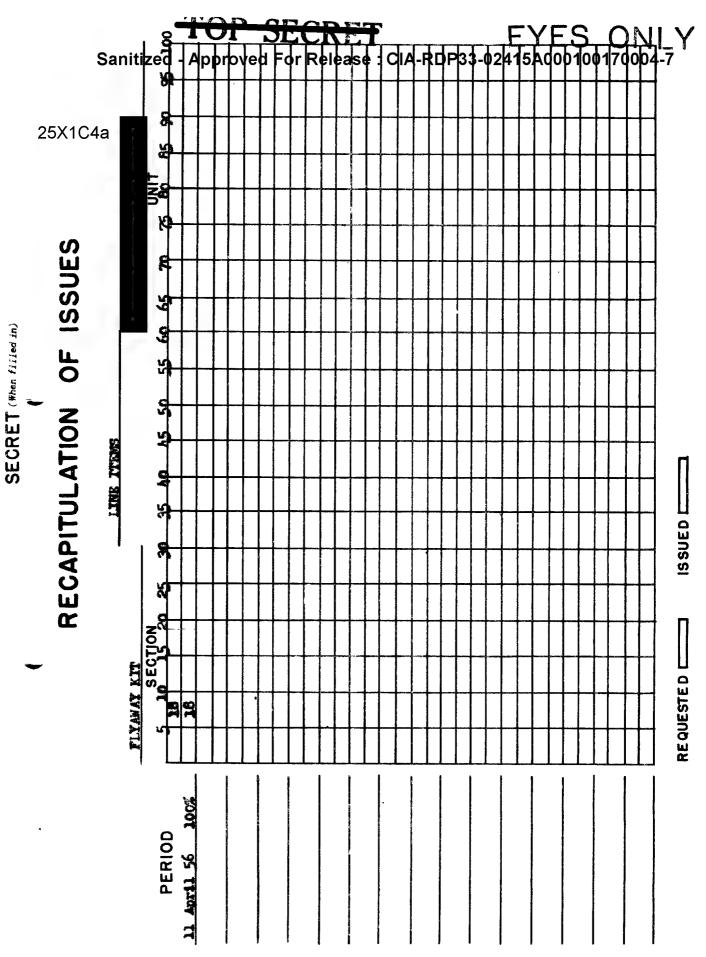
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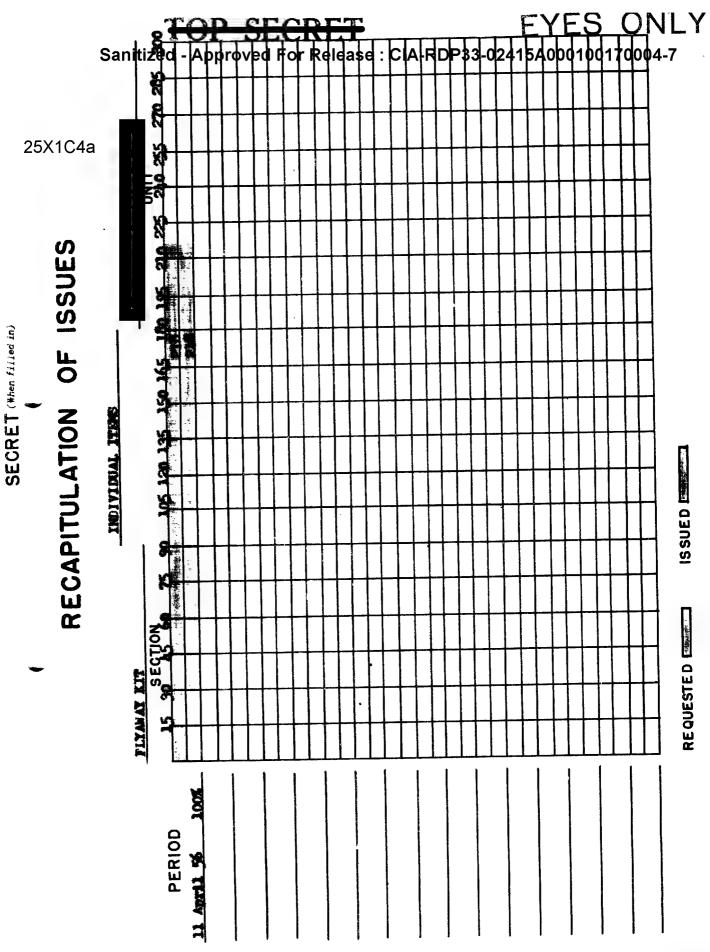
MATERIAL CHECK LIST (CONT)

- d. The AF 110 in-consission rate for 0001 2400, 11 April was 64.58%
- e. Supply Support.
 - (1) Flynmay Kit Line Items Requested 18 Flynmay Kit Line Items Supplied - 18
 - (2) Flynmay Kit Individual Items Requested 218
 Flynmay Kit Individual Items Issued 218

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DATE: 0001 - 2400, 12 April 1956

		THEM .	REFECTIVE	MARGINAL.	NON-EFFECTIVE
1. 1	ain	tenance - Engineering			
	(a)	Maintenance Organization	ĭ		
	(b)	Planning & Coordination between Operations & Waintenance	X		
	(c)	Aircraft required versus number provided	X		
((d)	Aircraft Turn-around Capability	I		
((e)	General Condition of Ground Handling Equipment	x		
2. 8	Jupp.	ly Suppert			
	(a)	Number of line items requested versus issues	X		
	(b)	Number of total item requested versus issue	I		
Exn?	Lain	all marginal or non-effective it	tems:		
ananting is		intenance of aircraft records cor	ntinues to i	mprove. H	lowever.
•	Mai				
		needs to be placed on obtaining of	complete and	concise 1	remarks from
emphas	sis :	needs to be placed on obtaining of			
emphas	sis i	needs to be placed on obtaining of DD Forms 731-2 to insure that co			
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emphase pilote performance b.	sis in rmed.	needs to be placed on obtaining of DD Forms 731-2 to insure that control ordination and planning between	omplete and	thorough a	maintenance is

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MATERIAL CHECK LIST (CONT'D)

- c. In-commission rate, reported on AF Form 110 was 75%.
- d. Supply Support:
 - (1) Flynnny Kit Line Items Requested 6
 Flynnny Kit Line Items Issued 6
 - (2) Flynney Kit Individual Items Requested 9
 Flynney Kit Individual Items Issued 9

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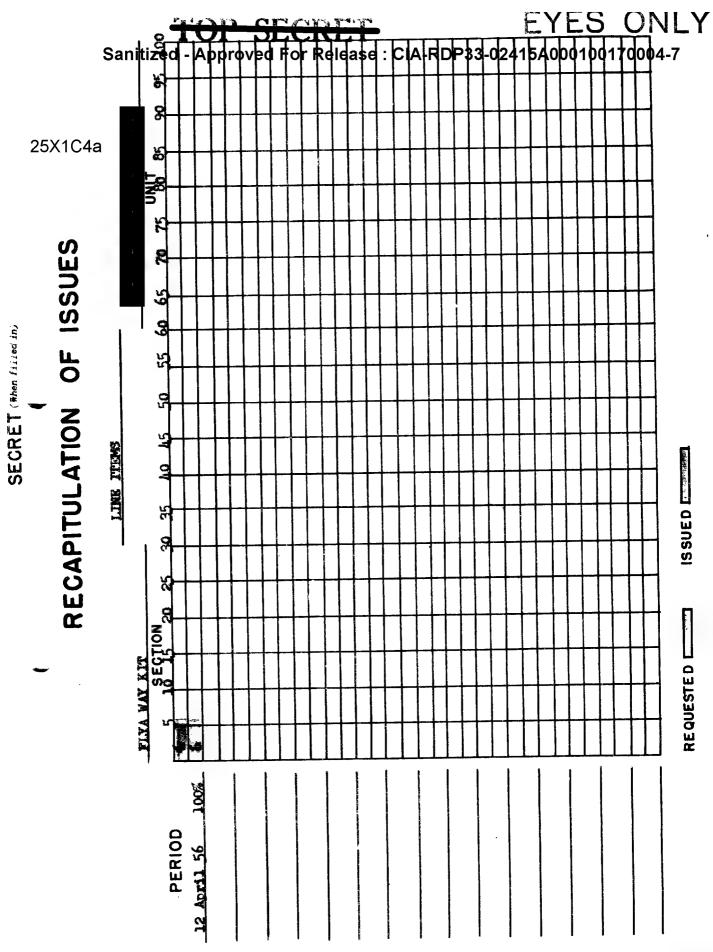
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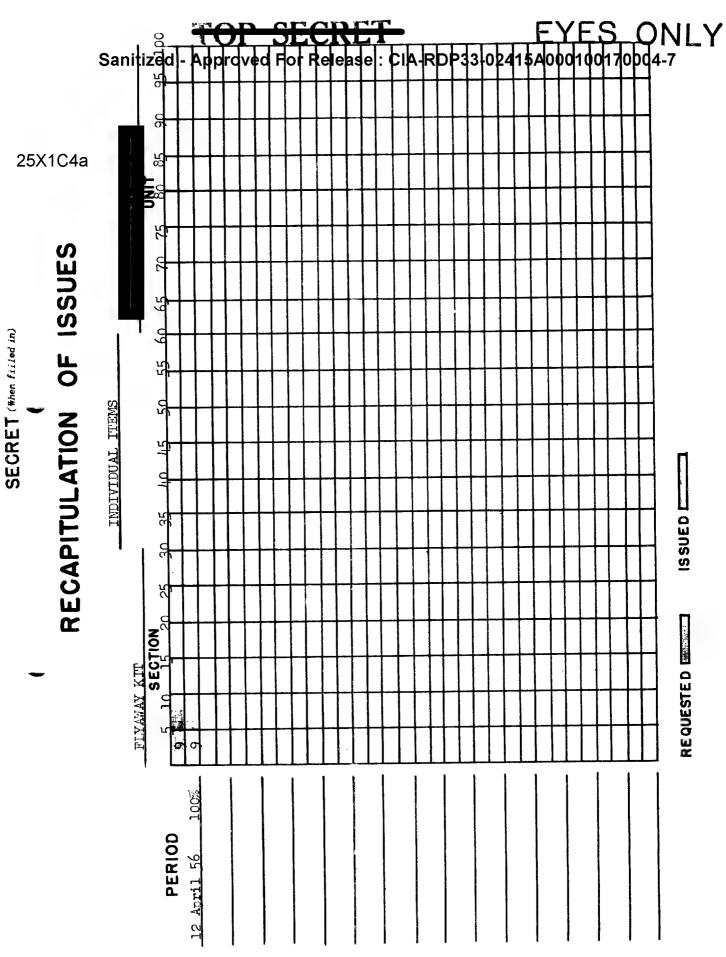
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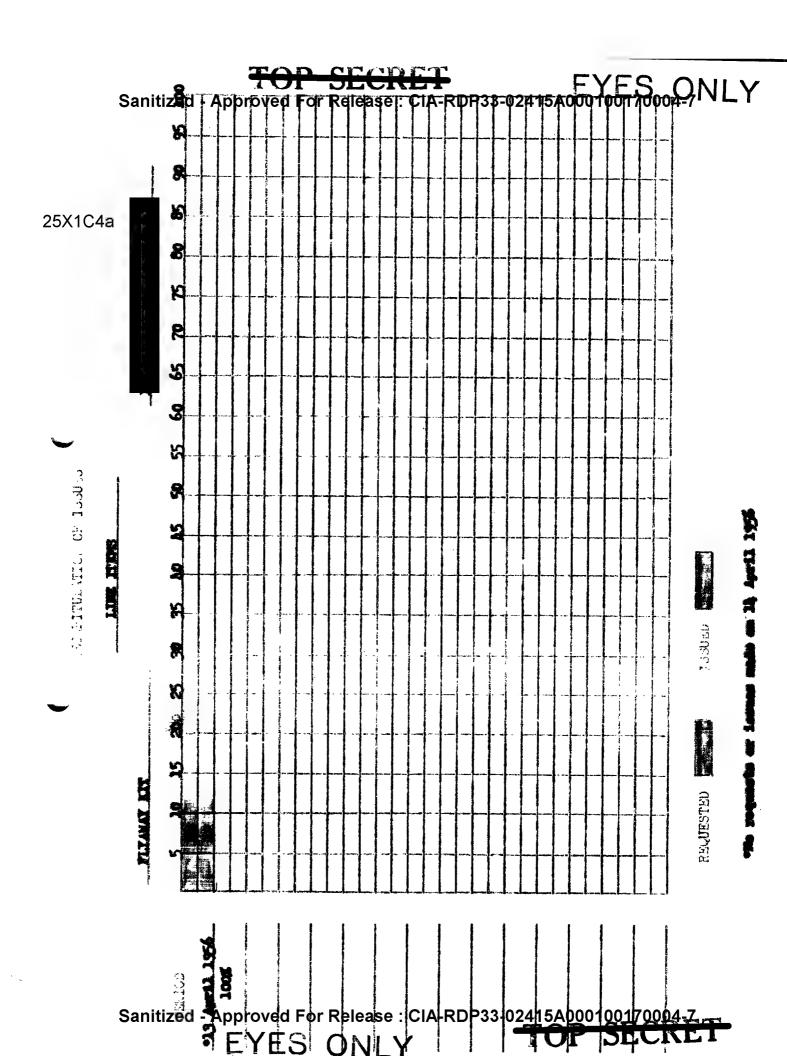
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1.	Maintena	nce - Engi:	neering				
	(a) Main	tenance Or	ganization	X			
		ning & Coor	rdination betwe	en I			-
	(c) Aire	rait requir	red versus	X			
			around Capabili				' 1
		ral Conditi	lon of Uround	x		i	
2,	Supply S		*****				
	(a) Mumb	er of line	items requeste	ed X			-
	(b) Numb		l items request	ed X			
			al or non-effec	tive items.			
	•		f aircraft reso			;	
-	onnel. b. The						<u> </u>
-	b. The	AF Form 1	O incommission			l was 50 percen	<u> </u>
-	b. The	AF Form 11	O incommission	rate for 13 a	nd lk Apri		t.
-	b. The	AF Form 11 oly Support Flyaway 1	io incommission	rate for 13 a	nd lk Apri	l was 50 percen	b.
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-	b. The	AF Form 11 oly Support Flyaway 1 Flyaway 1	io incommission dit Line Items dit Line Items dit Individual	Requested - 0 Supplied - 0 Items Requeste	nd ll Apri See At See At	l was 50 percen achment #4 tachment #4	
-	b. The c. Sup	AF Form 11 oly Support Flyaway 1 Flyaway 1	io incommission iii iit Line Items	Requested - 0 Supplied - 0 Items Requeste	nd ll Apri See At See At d - 0 Se	l was 50 percent schment #4 tachment #4 se Attachment #5	
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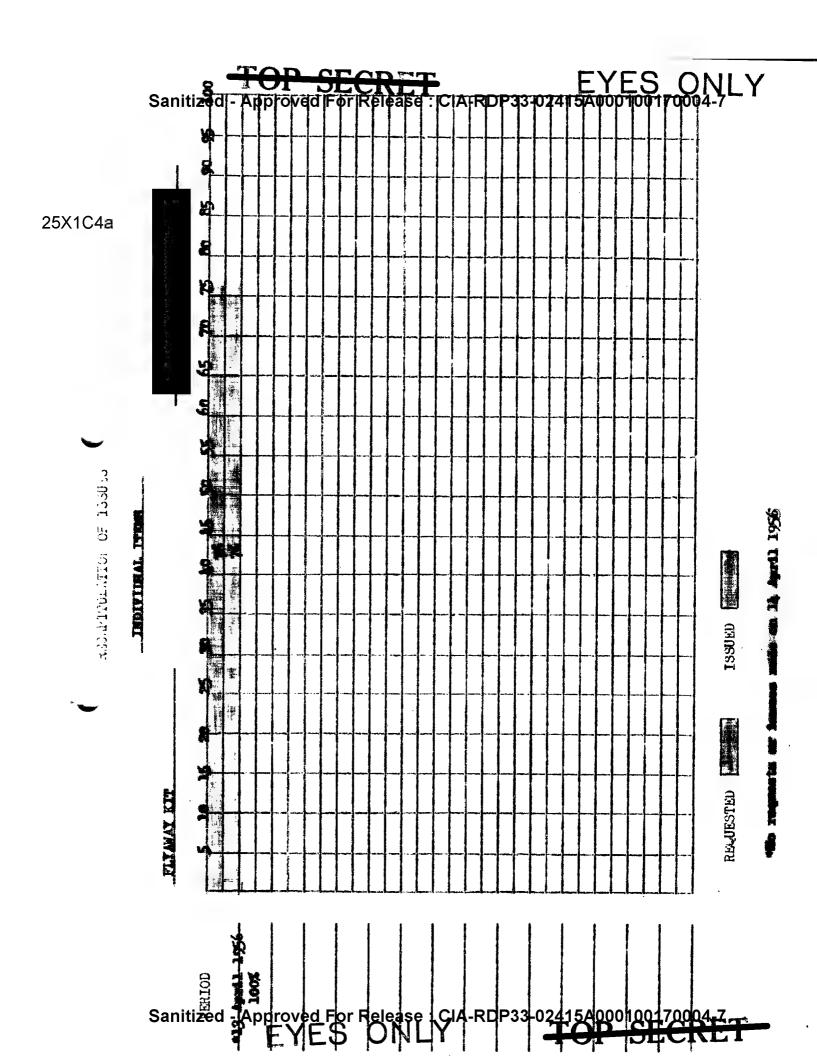
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110. LISSICN # 1005 & 1006

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25X1A9a

DATE MISSION 9 April 1956

	L'EFFACTIVE.	HARGINAL	LICI-AFRACTIVA
1. Briefing Commune On Time	X	The state of the s	Same and the second
2. Roll Call & Security Classification	X	A STATE OF THE STA	 大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大
3. Purpose of Mistion	A TAXAB CANADA AND AND AND AND AND AND AND AND AN	X (1)	
4. Mission Time Schedules & A/C Assig ment	**************************************	The second secon	THE RESERVE OF THE PROPERTY AND ADDRESS OF THE PERSON OF T
5. Route and Targets	X		SEE PROPERTY SEEDINGS - NAMED - SEEDINGS - AND TO ADMINISTRAL SEEDINGS - SEEDINGS - AND TO ADMINISTRAL SEEDINGS - SEEDING
6. Navigation Briefing:	Maria de la composição de		tid (1985) kai vatis tidakitasia alahan - vikiri dibanmani. Amakka
(a) DR Legs		X (2)	MIT COME (COMMENT) PERMIT COME COME COME COME COME COME COME COME
(b) Calestial Shots		The same of the sa	Matematica de partir de l'approprie
(c) Use Radio Compass	X	-	MANUAL BOWNSHIP OF THE PROPERTY OF THE STATE
7. Specialized Target Briefing	х		gr. mingraphosphanistra or constitution-states is any confidential states in the confidential states of the confidential states in the confidential states i
8. Intelligence Brisfing	X		PATRIC CONTRACTOR STATE OF THE PARTY OF THE
9. Photo Equiment Briefing			X (3)
10. Weather: Route, Alternates & Destination, etc.			X (4)
11. Communications, Chennalization, reporting	X		Diction apparent of the second and the second secon
12. Dmergency Briefing:		Access of the second control of the second c	Washington danas dan di production de la companya di des
(a) Ground Aborts			Management of the second secon
(b) Air Aborts (Return Routes) Abort Bases		X (5)	*ALABASE* (Bill Manuscry) Manuscrick mornin beautique (Chris
(c) Communications Failure	х	MANAGER STATE AND AND ASSESSED ASSESSED.	
(d) Aircraft Systems, Cil etc.	X	e og sikkning til en med sinning	
13. Announcements:		The state of the s	
(c) Messing	X	CONTRACTOR OF THE PROPERTY OF	7
(b) Specialized Target Bricking	X	Andrew Co., William Principles of the Control of th	Commence of the commence of th
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	(e)	Flying Safety	COSE - CATE CONTRACTOR - CONTRACTOR - LICE CONTRACTOR AND
	(f)	Questions .	DT. (A. 1.4 Bernard) – av der men skot der spel der i, men och skot der spelle bledt det for bledt er de skot der skot gette besketelse bledt besketel
1/	. Brie	efing Duration	X (6)
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17			
*	Foli	ewing listed personnel must be	preserv:
·	(a)	Participating Pilot	x
	(þ)	Flight Plauming Team	x
	(e)	Weather Officer	x
	(ä)	Photo Section Representative	x
ŧ	(e)	Intelligance Officer	x
备	Expl	ain all Marginel and/or Non-of	octive Items:
1.	Purpo	ose was mainly to test Unit & St	aff as well as items mentioned.
2.	Expla	nation of how to terminate Navi	gation legs inaccurate.
Fi	lm sup	oply not definitely stated No	mention of what to do in event of
ma	lfunct		ver all items and be qualified to answer
te	chnica	l questions.	
4. No weather briefing due to communications failure.		tions failure.	
2g 5.	No re	ference made to required call t	o or to return routes and altitudes.
6.	Brief	ing to long and interfered with	next one.
40,000			EFFECTIVE MARGINAL NON-EFFECTIVE
	OVER	ALL RATING:	X

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		THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	

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DATE MISSION 9 April 1956

		EFFECTIVE	HARGINAL	NON-EFFECTIVA
l.	Briefing Commence On Time			X (1)
2.	Roll Call & Security Classification	X		
3.	Purpose of Mission		X (2)	
40	Rission Time Schedules & A/C Assignment	X		•
5.	Route and Targets	X	•	
6.	Navigation Briefing:			
х.	(a) DR Legs	X		
	(b) Celestial Shots		x (3)	Special Street Special
	(c) Use Radio Compass		X (4)	
7.	Specialized Target Briefing	X		
8.	Intelligence Briefing	X		
9.	Photo Equipment Briefing			X (5)
<u> </u>	Weather: Route, Alternates & Destination, etc.			x (6)
11,	Communications, Channalization, reporting	X		
12,	Emergency Briefing:			7
	(a) Ground Aborts			
	(b) Air Aborts (Return Routes) Abort Bases		x (7)	
	(c) Communications Failure	X		
	(d) Aircraft Systems, Cil etc.	Х		
1.3.	Announcements:			
	(a) Messing	X		
	(b) Specialized Target Briefing	X		
	(c) De-briefingproved For Release : CIA-RD	P33-0₹415		ECRET

In	Sanitized - Approved For Releas	e CIA-RDP33-02415A000100170004-7
13。(d)	Critique	X
(e)	Flying Safety	X
(f)	Questions	
14.		
15.	Turnikan integralerak dalam asa sebagai antan alima antan antan antan antan antan antan antan antan antan anta	
16.		
17.		
* Foll	owing listed personnel must be	resent:
(a)	Participating Pilot	X
(6)	Flight Planning Team	x
(c)	Weather Officer	x
(d)	Photo Section Representative	X
(e)	Intelligence Officer	X
* Expl	ain all Harginal and/or Hon-eff	ctive Items:
1. Start	ed late due to first briefing ru	unning long.
2. No me	ention of testing overall Unit an	nd Staff.
3. Incom	plete information on how to reco	ord celestial information.
4. Did n	ot mention that radio compass co	ould be used except on navigation legs.
malfu		o mention of what to do in event of cover all items and be qualified to answer
_	ather briefing Communication	ns failure.
7. No re	ference made to required call to	or return routes and altitudes.
	7	effective marginal non-effective
OVER	ALL RATINGS	Y

Santized Approved Porchastra GIA-RDP33-024 5A0m 601 600 7 Y

25X1	C4a

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1008 1008	enclar and committee - \$7 / No	

DATE MISSION 9 April

And the state of		EFFECTIVE	TO A TOTAL	MOLES, TE MITT
1.	Briefing Commence in Time	X	THE RESERVE AND A STREET THE PARTY OF THE PA	Total control of the
2.	Roll Call & Security Classification	x	The state of the s	4 1
3.	Purpose of Manion		X (1)	
lso	Mission Time Schedules & A/C Assignment	Х		
5.	Route and Targets	X		The house of the section of the section
6.	Navigation Priofing:			
***************************************	(a) R Legs	X		Character manual appropriate and
William rum 1	(b) Calestial Shots			A CALLON SERVICE OF THE PARTY O
AND PARTY OF PERSONS	(c) Use Radio Compass	X		
7.	Specialized Target Eriofing	X	A TÜZEZ UTBERBÜRENING VIR. ORT SERBER	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O
8.	Intelligence Briefing	X		The resident a commence of the second
9.	Photo Equipment Priefing		energyfellingere i ac mylliniakaladdir (b. 12 Chillia	X (2)
_0.	Weather: Route, Alternates & Destination, etc.			X (3)
11.	Communications, Channalization, reporting	X		The control of the co
12,	mergency Griofing:		and the	The state of the s
	(a) Ground Alxorte			
All district	(b) Air Aborts (Beturn Routes) Abort Bases		X (4)	
	(e) Communications Failure	X	vanas as secure	TO THE RESERVE AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON
	(d) Aircraft Systems, Cil etc.	X		CONTROL A MARKAGO A THE MARK TO SCAPTURE (NAME, MOTHER
13.	Announcents:		ngga angga kilik paren da kilik di kilik di kilik da kilik	Annual Arthur Consultation Consultation (Consultation Consultation Con
	(a) Resaing	Х	or when again connect of our majority disjoint shields of the Australia	The state of the s
	(b) Specialized Target Briofing	X		Sample Consideration and the end and and and and and and and and and a
	(c) De-bidefing Sanitized - Approved For Release : CIA-RD	P33- 0 2415	<u> </u>	70004-7
3.4	(esanitized - Approved For Release : CIA-RD	TC) P SE	CHLI

Sanitized - Approved For Release	: CIA-RDP33-02415A000100170004-7
13. (d) Critique	
(e) Flying Safety	acus, us sedantinin Saudanungan dada da region dan manamakatan matandari matandari taunan manamakatan matandari katan
(f) Questions	ermanian in annual annual ann a fhair in ann ann ann an an ann an ann an ann an a
24.	hrozofficed medical file of the file of th
15.	estation (Control of the Control of
16.	
17c	
* Following listed personnel must be pr	esonis
(a) Participating Pilot	X
(b) Flight Planning Team	X
(c) Weather Officer	I
(d) Photo Section Representative	1
(e) Intelligence Officer	x
* Explain all Harginal and/or Hon-effec	tive Items:
(1) Same as earlier briefings.	THE REPORT OF THE RESIDENCE TO SECURE TO SECURE THE RESIDENCE OF THE PROPERTY
(2) Same as earlier briefings.	
(3) Same as earlier briefings.	
(4) Same as earlier briefings.	
	EFFLOTIVE HARGINAL MCI-EFFLOTIVE
CVERALL RATING:	X

Sanitized - Approved For Bales Fair IA-RDP33-02415 A0001 60 F000 ALY

MISSION BRIEFING CHECK LIST 25X1A9a

25X1	C4a

HQ. MISSION # 1009	PILOT	
Mission # 1009	BRIEF	

DATE MISSION 10 April 1956

	TTEM	EFFECTIVE	MARGINAL	NON-ERFECT IV
1.	Briefing Commence On Time	x		
2.	Roll Call & Security Classification	X		·
3.	Purpose of Mission	Х		
40	Mission Time Schedules & A/C Assignment	X		NATIONA COLUMN E MARKET SERVICE A MARKET SERVICE AND A MARKET SERVICE AN
5.	Route and Targets	Х		
6,	Navigation Briefing:	Х		
/	(a) DR Legs	X		
	(b) Celestial Shots	X		,
	(c) Use Radio Compass	Х		
7.	Specialized Target Briefing	X		
පි.	Intalligence Briefing	X		
9.	Photo Equipment Briefing	X		
٥.	Weather: Route, Alternates & Destination, etc.			x
11,	Communications, Channalization, reporting	x		
12,	Amergency Briefing:	X		
	(a) Ground Aborts	X		
	(b) Air Aborts (Return Routes) Abort Bases	X		
	(c) Communications Failure	X		
	(d) Aircraft Systems, Cil etc.	X		
13,	Announcements:	7.4		
	(a) Messing	X		
	(b) Specialized Target Briefing	Х		
	Samitized Approved For Release CIA-RIDI	P33-0241	100 D040	

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

Fi		TOTAL PAROMA POLICIFICA				
13. (d)	Critique	Blasser 12 of the second secon				
(e)	Flying Safety	X				
(f)	Questions	X				
14.						
15.		Make - and an interpretation of the control of the				
16.		Min / Paradachandra : The Commission of the Comm				
17.						
* Foll	owing listed personnel must be					

- sven personnel must be present:
 - (a) Participating Pilot X
 - (b) Flight Planning Team X
 - (c) Weather Officer X
 - (d) Photo Section Representative X
 - (e) Intelligence Officer X
- Explain all Marginal and/or Mon-effective Items:

(1) Weather	rated non-effec	ted due	to weather	not arriving	from Washi	ngton Weathef
		till 10 minutes					
1A2g		g was given usin			Unit not downs		
	however	, system must be	correcte				The state of the s
				Transferration of			
				the state of the s			
				A CONTRACTOR OF THE PROPERTY O			
			······································				
·					EFFACTIVE	MARGINAL	NON-EFFECTIVE
	OVERALL	RATING:			X		

TOP SECRET

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NO. LISSICN # 1010

25X1C4a

MISSION / 1010

DATE MISSION 10 April 1956

The state of the s	JAPE AND IVE	HARGINAL	L'CLEF WI
1. Briefing Commence On Time	X	entere arabum marturu, meturum i	
2. Roll Call & Security Classification	X	THE OPTIMIZED AND WORLD WITH A	AF CATCUMENT STORES STORES STORES ASSESSMENT
3. Purpose of Histian	Х	And the second s	namen in deck finde observely, knot tale the pro-deal loss exemises and
4. Mission Time Schedules & A/C Assignment	X	A PORTO DE LA COMPANSION DE LA COMPANSIO	·哈尔斯山地區,1.25年至1985年,斯克·斯拉斯加州中央省份的中央省份的
5. Route and Targets	X	TO THE RESIDENCE TO SERVICE TO SE	e valle dann allattich der 1980 von 2 Tandy (2000), i naven verstendam, todak seid 4
6. Navigation Priefing:	A STATE OF THE PROPERTY OF THE PARTY OF THE		· 有限的基金(Admit Pil CRIES 15)中华的自由企业由大利公司公共,Admit 公主
(a) DR Legs	Х		raken diguni pigara a rina gaman da njahangan diguni pigaran pigarang
(b) Calestial Shots	N/A		allen a statute en
(e) Use Radio Compass			X
7. Specialized Target Briefing	Х		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		and the state of t
O. Weather: Route, Alternates & Destination, etc.			X
11, Communications, Channalization, reporting	х		C. CONTROL OF THE PROPERTY OF
12, Emergency Briefing:			" A COMPANY THE CONTROL OF THE CONTR
(a) Ground Aborts	x		Augustage vanderde der cause auf "angereto vegetan Sir".e.
(b) Air Aborts (Return Routes) Abort Bases	X		ar indian dragonium ayer — Mirromanora ar - relicionario de la companya de la com
(c) Communications Failure	Х	Mariner Call Libration Committee Call Libration Committee Call Libration Committee Call Call Call Call Call Call Call Ca	The second secon
(d) Aircraft Systems, Cil etc.	X		erindika esimbol anderskir ila indonenia (ila
13. Announcements:			er (dalam e mamma). Tajany pipir - Amperidapahis ez sance afproximation dalam (dalam e mamma). Tajany
(a) Mesaing	X		THE PROPERTY OF THE PROPERTY O
(b) Specialized Target Briofing	X	į	oranientos menten esta arta e rentro fontinosperior menomentario de la companya del companya de la companya de la companya de la companya de la companya del companya de la
(c) De-briefing Sanitized Approved to Release : CIA-RD	T.		and the subsection of the subs

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

		EFFORIVE MARGINAL EXT	
	13. (d) Crit. 7.	A character of appropriate the horizontal process and the contraction of the contraction of the character of	EBN 2-FRIEDRY MARKET FRIEDRY SECURIORISM AND S
	(e) Flating Salety	X	TO SHEZIE ZO MEGDETEC - TO ME COZINE MEG
• .	(f) die 1814 vo	To see the contraction of the co) The Elementation of the Association of the Associ
	apply)	TO EASTERNY - COMMINISTRA CALLEGE ESSEN, SENSENDENDE SENSENDE MENTENDE MENTENDE MENTENDE EN ENCHONISTE AND ENCHOSISTE AND ENCHOSISTE AND ENCHOSISTE AND ENCHOSISTE AND ENCHONISTE AND ENCHOSISTE AND ENCH	1
	The state of the s	- Partie Partie - 1 またでの研究とも知识できた。 We refer forecoments such such such such such such such suc	Carrentesser responser of the contraction of the co
	16.	and the second s	Markey Code - 1986 Col. 20, 50 markey belong. A.
	The state of the s	に、では、原本的に、ことの同じ、自然の対象となれた。 自然の情報が12mmである。 では、ことの同じ、ことの同じ、自然の対象となれた。 自然の情報が12mmである。 「	uranizarine verime oranerarianendekanik u
	To You was Medical personnel must be pr		- The Committee of the
	(a) Participat ng Filot	X	
. ·	(b) Flight Flaming Team	X	
	(c) Weathor Officer	X	
	(d) Photo Section Representative	х	
	(e) Intalligazoe Cificer	X	
	& Emplain al. Warginal and/or Mon-efficer		
		The Control of American A	•
	(1) Use radio compass non-effective in tha	t its use was not mentioned in any	THE RESIDENCE OF THE PARTY OF T
25X1A9a	for	The second section of the second	way Divinion
	(2) Weather rated non-effective due to wea	ther not arriving from Washington	Westher *
	Central till 10 minutes prior to brief		
25X1A2g		er. Unit not downgraded due this i	CHESTON OF THE PROPERTY OF THE
	however, system must be corrected.	1 MA 4 - HERN SANGEMENT CO. LOCAL CONTROL CO. MANUSCONS AND CO. S. CONTROL CO.	tem
	Control and the control of the contr	Review Transferreit Hamilton (1975年) 1973年 1975年	den americanos en en estados en e
of casher	Control of the Contro	8、2982、1200168518801880161016121262202020202020202020202020202	NEXT '11 Made with the Control of State
	Paragraphics reside, approximately residence and secure	De lighte i register e registerature reference i light e reference de describerations de la company	A-1-7-1
	OVERATA. PATTERA		SPEKELYE
<u>.</u>	OVERALL PATING: Approved For Release	: CIA-RDP33-02415A80010017000)4-7

TOP SECRET

Sanitized - Approved For Remeasing CHRCE LIEST 25X1A9a

HQ. MISSION # 1011 (349) 1012 (346)

25X1C4a

MISSION # 1011, 1012

DATE MISSION 11 April 1956

PHOT STATES OF S

		MET ECTIVE	HARGINAL	NON-EFFECTIV
1.	Briefing Commence On Time	X		
2.	Roll Call & Security Classification	Х		
3.	Purpose of Mission	Х		v
40	Mission Time Schedules & A/O Assignment	X		
5.	Route and Targets	X		
6.	Navigation Briefing:	X		¥
	(a) DR Legs	X		
	(b) Celestial Shots	n/a		
	(c) Use Radio Compass	X		
7.	Specialized Target Eriefing	X		
8.	Intalligence Briefing	X		
9.	Photo Equipment Briefing	X		
<u> </u>	Weather: Route, Alternates & Destination, etc.	*X		X (1)
11,	Communications, Channalization, reporting	Х		
12.	Amergency Briefing:	x		
	(a) Ground Aborts		X (2)	
	(b) Air Aborts (Neturn Routes) Abort Bases	X		
	(c) Communications Failure	X		
	(d) Aircraft Systems, Cil etc.	X		
13,	Announcements:	X		
	(a) Messing	X		
	(b) Specialized Target Briefing	X		
	(e) De-briefing Sanitized Approved For Release : CIA RDI	233 02/15	094-0015	TODET.

Sanitized - Approved For Release: CIA-RDP33-02415A000100170004-7 PRODUCE MANDEMAN NON-SEVENIA TTA: 13. (d) Critique X (e) Flying Safety (f) Questions X 140 15. 16. 17. Following listed personnel must be present: (a) Participating Pilot X (b) Flight Planning Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intelligence Officer X Explain all Marginel and/or Mon-effective Items: * (1) Weather briefing comprehensive but latest information not available. Weather information not received from Weather Central in time for briefing. This is included to reflect a deficiency in coordination and Detachment "A" will not be downgraded on this item. (2) Ground abort instructions vague, not mentioned if spare aircraft available. EFFECTIVE MARGINAL NON-EFFECTIVE X OVERALL RATING:

MISSION BRIEFING CHECK LIST

25X1A9a

MISSION # 1013 25X1C4a

NQ. MISSION # 1013 (348)

PILOT

BRIEFING

DATE MISSION ____ 11 April 1956

The state of the s	EFF ECTIVE	MARGINAL	NON-EFFECTIV
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	x		
4. Mission Time Schedules & A/C Assignment			
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	. X		*
(b) Celestial Shots	X		
(c) Use Radio Compass	X		MATARITA SERVICE PROPERTY ASSESSMENT AND ASSESSMENT AND ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT
7. Specialized Target Briefing	X		
8. Intelligence Briefing	Х		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	*X		X (1)
11. Communications, Channalization, reporting	X		
12, Dmergency Briefing:	x		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases		X (2)	
(c) Communications Failure	x		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	x		
(a) Mesaing	X		
(b) Specialized Target Briefing	I		· NESSEE STREET
(c) De-briefing Sanitized Approved For Release : CIA-R	THE RESIDENCE OF THE PARTY OF T		LOWET

-	777		LE LAND	i Ai (C) Lijai	MCM-CEPTECTIVE
13.	(d)	Critique	X		
	(e)	Flying Safety	x		
	(f)	Questions	X		
14.				,	
15.			7 2 1 special and the second s		
16.					
17,			a. A - mark en tippigel (1946) e (1954 mill) employed om blockt. Se referencial of from the ferencial for Assis		
Ð	Foll	owing listed personnel must be	presert:		
	(a)	Participating Pilot	x		
	(p)	Flight Planning Team	x		
	(c)	Weather Officer	x		
	(d)	Photo Section Representative	x		
	(e)	Intelligence Officer	x		
₩	Expl	ain all Marginal and/or Non-eff	Getive Items:		
	*(1)	Weather briefing comprehension	ve but latest informati	on not av	ailable.
		Weather information not rece	ived from weather centr	al in tim	e for
		briefing. This is included	to reflect a deficiency	in coord	ination
		and Detachment "A" will not h	oe downgraded on this i	tem.	
***	(2)	Briefing Officer did not have	e alternate airfields f	irmly in	mind and
		was hesitant in his presentat	tion of available field	s.	
				الان بالناق في أن المنافض على بالسيارات	فيهوا ومنطوات والمنطوات والمناوات
-		·			
<u> </u>			ROSE MENTO EXPLORED		
			eff <i>e</i> ctive :	MARGINAL	NCN-EFFECTIVE

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7.

Sanitized - Approved For Reference IA-RDP33-02415A000100170004-7

1200	Approvou i oi i t			
	MISSION	BRIEFING CHACK	LIST	25X1A9a

NO. MISSION # 1014 (349) 25X1C4a

mission # 1014

DATE MISSION 12 April 1956

	TTM	effective.	MARGINAL	NON-EFFECTIVE
1.	Briefing Commence On Time	x		
2.	Roll Call & Security Classification	X		
3.	Purpose of Mission	X		
40	Hission Time Schedules & A/C Assignment	X		Taking Tarihi II. 76-Takihi 2 bottamba cimarki kuma kuma kuma kuma kuma kuma kuma kuma
15.	Route and Targets	X		NASAS ARMA ARMA ARMA ARMA ARMA ARMA ARMA
6.	Navigation Briefing:	Х		
	(a) DR Legs	X		
	(b) Calestial Shots	X	7.0	
	(c) Use Radio Compass	X		
7.	Specialized Target Sriefing	X		THE THE PARTY OF T
8.	Intelligence Briefing	X		T. Mich. Status Principa. Cirilgiana. Man. Januar Services.
9.	Photo Equipment Briefing	x		
<u></u> 0.	Weather: Route, Alternates & Destination, etc.	x		
11,	Communications, Channalization, reporting	X		
12,	Amergency Briefing:	X		
	(a) Ground Alzerts	X		namen and a second of the last
	(b) Air Aborts (Return Routes) Abort Bases	X		
	(c) Communications Failure	X		
	(d) Aircraft Systems, Cil. etc.	I		aringari n belgin (1. july 1.
13,	Announcements:	X		
	(a) Messing	X		
	(b) Specialized Target Briefing	X		
	(e) De-briefing Sanitized - Approved For Rolesso : CIA RDI	X	00010017	0004.7

13. (d) Critique X (e) Flying Safety X (f) Questions 14. 15. 16. 17. * Following listed personnel must be present: (a) Participating Pilot X (b) Flight Planning Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intelligence Officer X Explain all Farginal and/or Mon-effective Items:	Managan	S Tri	Sanitized - Approved For Relea วะ	ase : CIA	-RDP33-0241	5A0001001	170004-7
(f) Questions 14. 15. 16. 17. * Following Misted personnel must be prosent: (a) Participating Pilot X (b) Flight Planning Team X (c) Reather Officer X (d) Photo Scotlon Representative X (e) Intelligence Officer X * Explain all Marginal and/or Non-effective Items:	13.			Jan 12 Santana and Santana	X		
15. 16. 17. * Following listed personnel must be present: (a) Participating Pilot X (b) Plight Planning Team X (c) Neather Officer X (d) Photo Section Representative X (e) Intelligence Officer X * Explain all Darginel and/or Non-effective Items:		(e)	Flying Safety	Employer's application accords from the	X	and the state of t	
15. 16. * Following disted personnel must be present: (a) Participating Pilot I (b) Flight Planning Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intelligence Officer I * Explain all Marginal and/or Mon-effective Items:		(f)	Questions				
17. * Following Misted personnel must be present: (a) Participating Pilot X (b) Flight Planning Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intelligence Officer X * Explain all Marginal and/or Mon-effective Items:	140			THE S AND SHIP SHIP SHIP SHIP I WAS			
* Following distent personnel must be present: (a) Participating Pilot X (b) Plight Playming Team X (c) Neather Officer X (d) Photo Section Representative X (e) Intelligence Officer X * Explain all Parginal and/or Mon-effective Items: * Explain all Parginal and/or Mon-effective Items:	15.			Minorale designation (City)			
* Following listed personnel must be present: (a) Participating Pilot I (b) Flight Planning Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intelligence Officer X Explain all Parginal and/or Mon-effective Items: * Explain all Parginal and/or Mon-effective Items:	16.						
(a) Participating Pilot X (b) Flight Planning Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intalligence Officer X Emplain all Parginal and/or Mon-effective Items:	17.			Office 20 Transport of principle production and the		S, politica i magni di politica su di constanti di consta	
(b) Flight Flaming Team X (c) Weather Officer X (d) Photo Section Representative X (e) Intelligence Officer X Explain all Marginel and/or Mon-effective Items: EFFACTIVE MARGINAL MON-EFFECTIVE	*	Foll	owing listed personnel must be	s gresert:	3		
(c) Meather Officer X (d) Photo Section Representative X (e) Intelligence Officer X Explain all Marginel and/or Mon-effective Items: EFFECTIVE MARGINAL MON-EFFECTIVE		(a)	Participating Pilot	I			
(d) Photo Section Representative X (e) Intelligence Officer X Explain all Harginal and/or Mon-effective Items: EFFACTIVE NARGINAL NGM-EFFACTIVE		(b)	Flight Planning Team	X			
(*) Intelligence Officer X * Explain all Parginel and/or Mon-effective Items: EXPLAIN AND PARGINAL MON-EFFECTIVE MARGINAL MON-EFFECTIVE		(c)	Weather Officer	X	•		
# Explain all Marginel and/or Mon-effective Items: Explain all Marginel and/or Mon-effective Items: Explain all Marginel and/or Mon-effective Items:		(d)	Photo Section Representative	X			
EFF_CTIVE MARGINAL NON-EFFECTIVE		(e)	Intelligence Officer	x			
	*	Equi	ain all Parginal and/or Mon-ef	ffective :	Items:		
	- Albania de la constante de l						•
	-	-		ins: exception or			
	<u> </u>			jace. An Excluded Application			
				Minter our season of the seaso			
	ر الاقتلالية			Minera de establicamentale estab			
	الاقتناد ات			Mar of Marie Administration 744			
	-						
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	, and the second			Jah om ya n mada alka jaha n jar 19.44			
OVERALL RATTEGS	-				effective X	MARGINAL	NCI-EFFECTIVE

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Sanitized - Approved Food Render CIA RDP38-024154000100170004-7

HQ.	LISSICN	#	1015	(348)
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25X1A9a

25X1C4a

MISSION # 1015

BRIEFING

DATE MISSION 12 April 1956

gain recount	and the second s	TOTAL	1 52 A 17 C T T 1 A T	MON PRESIDENT
			FIARGINAL	MON=SPRECTIVE
10	Briefing Commence On Time	X	<u> </u>	
2.	Roll Call & Security Classification	X		
3.	Purpose of Mission	Х		
40	Mission Time Schedules & A/C Assignment	X		
5.	Route and Targets	X		
6.	Navigation Briefing:	X		
	(a) DR Legs *	Х		
	(b) Calestial Shots	X		K
	(c) Use Radio Compass	X		
7.	Specialized Target Briefing	X		
8,	Intelligence Briefing	X		
9.	Photo Equipment Briefing	X		
10.	Weather: Route, Alternates & Destination, etc.	X		# Note
Mi.	Communications, Channalization, reporting	X		
12,	Amergency Brieding:	X		
	(a) Ground Aborts	X		
	(b) Air Aborts (Esturn Routes) Abort Bases	X		
- September 1	(e) Communications Failure	X		
	(d) Aircraft Systems, Cil etc.	X		
13,	Announcements:	X		
	(a) Messing	×		
	(b) Specialized Target Briefing	X		THE STATE OF THE S
	(c) De-briefing	X		

Sanitized Approved For Release: CIA-RDP33-02

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13.	(d)	Critique	And the state of t			The state of the s
	(e)	Flying Safety		X		ramanan (kan aksar) kan dan kan kan kan kan kan kan kan kan kan k
	(f)	Questions		X		
14.						
15.						
16.	*		and the second s			
17.						
*	Foll	owing listed personnel mus	st be present:			
	(a)	Participating Pilot	x			
r	(o)	Flight Planning Team	x			
	(c)	Weather Officer	x			
	(d)	Photo Section Representat	ive X			
	(e)	Intalligence Officer	X			
*	Expl	ein all Marginal and/or Mo	n-effective Ita	ms:		
**************************************	*NOTE	: Weather Central forecas	st did not arriv	e in time	for briefi	ng•
		Excellent Briefing.				
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			The Property of the Property o			
			allanderija (1907) sekulari in delektrika en enemasia karanderia			Ate
				effictive	MARGINAL	NCJ-EFFECTIVE
	OVERA	LL RATING:		X		

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PILOT

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MISSION # 1016

DRIEF.

DATE MISSION 13 April 1956

		affective.	HARGINAL	NON-EFF OF IV
ه1	Briefing Commence On Time	X		
2.	Roll Call & Security Classification		X (1)	± . " " "
3.	Purpose of Miscion	X	ven r	
40	Mission Time Schedules & A/C Assignment .	X		The state of the s
Б.	Route and Targets .	Х		THE SECOND SHAPE OF THE SE
6.	Navigation Priofing:	X (2)		
	(a) DR Legs	X		41 - 14 (1874)
	(b) Calestial Shots	X		March 1844 - Martin Professional Control (1984)
	(c) Use Radio Compass	X		
7.	Specialized Target Briefing	Х		
8.	Intalligence Briefing	x (3)		
9.	Photo Equipment Briefing		X (4)	
<u>.</u> 0.	Weather: Route, Alternates & Destination, etc.	x (5)		
11,	Communications, Channalization, reporting	X		
12.	Imergency Briefing:	X		
	(a) Ground Aborts	х		
	(b) Air Aborts (Return Routes) Abort Bases	Х		
	(e) Communications Failure	Х		
	(d) Aircraft Systems, Cil etc.	X		
13。	Announcements:	X		
	(a) Wessing	X '		ang Salatan a mang dan dan di Salatan di Sal
	(b) Specialized Target Briefing	X	٠	ar ayandaya — ayandayinin ayan dagadii — a - 1864 da mahanda ayan ahandayinin ayan
	(c) De-briefing Sanitized - Approved For Release : CIA-RDI	X		

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	ITI	W. The state of th	. AFFORIVE	MATOHIAL	NON-MERCHIVE
13.	(d)	Critique	X		
	(e)	Flying Safety	x		
	(f)	Questions	Х		
14.	·	Emergency return route & altitude	х		•
15.					
16.					
17.		- 50 m		March Mhadhe (Padallahu) un a pa	

- * Following listed personnel must be present:
 - (a) Participating Pilot
 - (b) Flight Planning Team X
 - (c) Weather Officer X
 - (d) Photo Section Representative Late
 - (e) Intelligence Officer X
- * Explain all Marginal and/or Non-effective Items:

(1) Photo representative 7 minutes late.

(2) Excellent briefing by

- 3) Excellent briefing by Intelligence.
- (h) Photo briefing somewhat hesitant and confusing. Should use briefing aid(s)

which show size of film, coverage etc.

- (5) Excellent briefing by weather.
- (6) Some briefing personnel keep looking at map boards or places other than the

audience.

EFFECTIVE MARGINAL NOW-EFFECTIVE

OVERALL RATING:

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DATE MISSION 13 April 1956

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1,	Briefing Commence On Time	Mission c	ncelled pr	ior to
2.	Roll Call & Security Classification	briefing	due to weat	he r.
3.	Purpose of Histian			
40	Mission Time Schedules & A/C Assignment			THE COST THE COST OF STREET, S
う 。	Route and Targets			and the second s
6.	Navigution Priefing:			
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Sindam Faire	(b) Calestial Shots			Carlot Cape Cape Communication Cape Cape 164.1 Temperary Laboratories
	(c) Use Radio Compass			AMERICAN AND AND AND AND AND AND AND AND AND A
7.	Specialized Target Ericfing		representation and a second	uthur standing dagid nen 14 d a da 186 0 februar a Addistrum superior a Turas (Africa Adria)
8.	Intelligence Briefing			TO A STATE OF THE PARTY OF THE
9.	Photo Equipment Briefing			
<u>)</u> 0.	Weather: Route, Alternates & Destination, etc.			
11.	Communications, Channalization, reporting			
12,	mergency Briefing:			ing and the control of the control o
	(a) Ground Aborts			大学····································
	(b) Air Aborts (Return Routes) Abort Bases			Service Services Serv
	(e) Communications Failure			galagenture i Million Germanian mega her publish kemerandi Dengar kendaga
Charge annu	(d) Aircraft Systems, Cil etc.		X	STATE OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE PROPE
13,	Announcements:			METALEN PRINTER A CONTROL PRINTER PRINTER AND A CONTROL PRINTE
Panatana	(a) Messing			Commence of the Commence of th
	(b) Specialized Target Bricking			economic economic de la companio de
	(c) De-briefing Sanitized Approved For Release : GIA-RD			

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HQ, MISSION # 1018 (318)

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25X1C4a MISSION # 1018

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6. Navigation Briefing	X		officers of any formation of the second seco
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7. Specialized Target Brising	X		
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(c) De-briefing	Z poster and a second	and the same and the same and	TO THE CONTRACT OF THE CONTRAC

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(b, Flight Planning Team X				
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(d) Photo Section Representativ	ve X			
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b. Navigation Briefing	and the second and th	S STATE OF THE STATE OF T	ARL OTE VINATE WHEE AND AN TECHNICAL PROPERTY.
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10. Weather; Route, Alternates & Destination	X	H-ME-SP-409-409-408-200-200-200-200-200-200-200-200-200-2	elitaristisis Australia viitaja jähanellän raykei mirassine elitääjä sengala
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(d) Aircraft Systems, Cil etc.	X	11 Company of the Com	SER TO THE ANALYSIS CONTRACTOR OF THE CONTRACTOR
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(f) Questions	X	जिता प्रिति कारणे संबोधित स्थापनी	game can rever deraken cektori. En tundak undkall en Brillendan e
14.		व्यक्तिकेट र प्रभावतीय अवतः १४० र १४ व्यक्तिकार १४० र १	era rametro i razori da il cicolo i despeta i razoni da i
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- * Following listed personnel must be present:
 - (a) Participating Pilot X
 - (b) Flight Planning Team X
 - (c) Weather Officer X
 - (d) Photo Section Representative I
 - (e) Intelligence Officer X
- * Explain all Marginal and/or Non-effective Items:

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SCORING OFFICER

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TAB #G#

SUMMARY OF

LOST POINTS







POTETS LOST SUMMARY

TAB "A" - Airberne On Line:

25X1A6a

1. All aircraft were airborne on time with the exception of Sortie number 1009. A Hydraulie lask was discovered in the speed brake actuator at station time. This discrepancy was corrected and take off was I minute 28 seconds late.

TAB "B" - Percent Aircraft Effective:

- 1. On Sorties number 1905 and 1006, the 7000 tracking camera and 24" exmera were inoperative. Points were assessed in accordance with ground rules specified in paragraph IV3, of Technical Pamphlet 170-1. (See Annex II).
- 2. On Sortie 1007 the 6" vertical camera was out and en Sortie 1008 all sameras were imperative.
- 3. On Sortie 1011, the 70MM tracking camera and the Tri-Net became importative in the latter part of the mission.
 - L. On Sortie 1012 the 24" right oblique camera was imperative.
 - 5. Sortic 1014 had the 24" vertical camera fail.

TAB *C" - Percent Aircraft Completing Mission as Briefed:

- 1. Sortie number 1010 received no credit for completing mission as briefed the sireraft Air Aborted because of fact pump failure.
- 2. Sortie number 1012 encountered engine trouble and landed at
 This sortie was not awarded any
 points for flying mission as briefed.
- 3. Sortice member 1013 and 1014 experienced flame-outs and were assessed points in accordance with ground rules specified in paragraph IV 4. of the scoring pumphlet.

TAB *D* - Percent Accessiishments of USCH: (Requirements)

- 1. Sortic number 1006 lost points in this area, points were assessed for not completing a 360° turn at the termination of a navigation leg. This was required in order to score the leg.
- 2. Sertie number 1009 was assessed points for not obtaining the scheduled number of celestial observations. Ten (10) were required and nine (9) were obtained.

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- 3. Sortio number 1010 experienced fuel pump failure and did not receive any points in this secring area.
- 4. Screie 1012 landed at 25X1A6a
 was awarded % points (50%) for accomplishing USCM requirements.

TAB "5" - Crew Profisioney:

- I. <u>Hariestian</u>: The navigation on the USCH was excellent, the only major deviation from briefed course occurred when the pilot was distracted because of engine flame-out. The points lost in this scoring area were due to the pilot failing to comply with specified ground rules, (i.e.) a 360° turn was not accomplished at the termination of the designated leg. This was necessary in order to check the ETA at termination of the leg.
- 2. <u>Photo Flight Line Flying:</u> After reviewing the vertical film obtained on the designated flight lines, it was apparent that the overall ability of Detechment "A" pilots to fly flight lines ranged from good to examine. The total score in this area suffered due to the complete camera failure on sortic number 1006.

TAB *F* - Combat Reporting:

1. Points were deducted in this area for reports not being submitted within the specified time. Combat Reports analysis sheets for each sortis scheduled are included as attachments to this armox.

TAB

La Conly

TOP SECRET

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

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TAR WPW

COMBATS REPORTS

TOTAL POINTS POSSIBLE - 5.0

TOTAL POINTS GAINED - 4.0







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25X1A9a		DATE:			9 April 1956 OPERATIONS ORDER NO. A					1005	
REPORTS	RECUIRED		WHEN SUBMITTED						Pos sible		
(MIPS RECUIRED)	TES	180	WE THE	True (5)	0-20'(4)	21-40'(3)	LAITE 112-60'(2)	61-201(1)	G	Points	REIV
INITIAL MEPORT (Each Mission)	x		6 hours	5						5	5
DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		I	Immediately if F.O. delayed I hour					·		0	o
(Each Mission)	X		Hermalely After T.O.	5						5	5
ALORI REPORT (Frank shorted attaction)		x	Immediately after ldg or word that A/C is retg	÷					rancing h	0	0
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PROFESS REPORT (Receipt of A/C posi-	X	X	Immediately upon receipt of information		m managa mangah. Nan-r-santanan	American Company (no. 1984) - Partition of Company (no. 1984) - Partition					
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(Each Mission) (Each Mission)	x		49 hrs after		-				-71_	5	5
L. TAXE SEPORT (Each Shot take Mat)	X		Imedly after				2		تا ده	5	2
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l.	INITIAN REPORT (Each Mission)	X		6 hours Prior T.O.	5						5	5
2.	(T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		x	Immediately if F.O. delayed I hour							0	o. 9
	DEPARTURE REPORT (Each Mission) ADO TO REPORT	X		YLSTAIGSSIL After T _o C _o	5					·	5	5
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	HAVIGATION REPORT (Sech Mission)		rioregalas iller (que	48 hrs after A/C lands	Billioni (Bhillione Jo v.) - Ademie Josepha			Marketter				ф
	TAKS REPORT (Bach Shot tare Man)			Imedly after								
1	TARGET REPURT To red from Proj Hoj. MISSION WX REPORT			2 hrs after 3" Trice Film Dev.								28
	(Each Mission inclide	10000		2 hrs after 3" Trky Film Dev.								U' →
7	EYES ONLY	Sai Cl <i>A</i>	nitized N-RDP	4B:Approved 58 33-02415/4000	r Releas	Nou for	24 hours.		Total Possi 100%		TOTAL POSSIBLE	TOTAL, RECEIVED

				*	-	usch co	hbat rupo.	KI'S					
matter or martin countries	ew no.	ane four-power era, setomerada region	Cance		DATE:	13 April	1956	- (OPERATION	s order no.	<u>A</u> -	1017	•
	EPORTS	25X		IRED				WHEN S	UDMITTED			POSSIBLE	POINTS
1000	RECOIMED)	. 0	YES	-NO	DE TIE	ON Tere (5)	LATE 0-201(4)	21-40'(3)	141-60'(2)	61-201(1)	U	POINTS	
	NITIAL REPORT Each Mission)		x		5 hours Prior T.O.	5						5	5 4
! (M	ELAY REPORT T.O. Delayed ission Cancel c T.O.)	led Frior	x		Tumediately if F.O. delayed l hour	5						5	5 9
(EPARTURE REPO Each Mission)			S was not als appear	IMEDIATELY After T.O.	TO A STREET STREET, MANY NAMED	- Pro-second and a second and a second assets					T T T T T T T T T T T T T T T T T T T	45
A Jii	SORT REPORT				Immediately offer life or word that A/C is reta								
	ANDING REPORT Each Mission)				Immediately after lie								
()	Colony Ferra Seceipt of A/ Con on change lan)	C posi=	Ţ,		inmediately upon receipt of informatation	ATT MINE AND LOCAL PROPERTY OF THE PROPERTY OF	Ballocater.ordis variations process		and " build . "Mittalk accordingly, case is	er of salaritud resolution is a gradual in a	- School Landing	or "A-ton or with NEW Printing State	Charles Projection Control Con
() A,	OST AIRCRAFT When determin /C lost-overd	ed .			Imedly posi- tive info A/C lost or tot fuel time plus 1 hour				, a , a , a , a , a , a , a , a , a , a			over the second section of the second	
(1	ORTIE REPORT Each Mission)				2 hr after A/C lands								
(1	OMM ANDE RS MIS Each Mission)				48 hrs after A/C lands								7
(1	AVIGATION REPO Each Mission)	ימיוס			48 hrs after A/C lands				<u> </u>	THE PROPERTY OF THE PARTY OF TH			—
17. 7	AKE REPORT Coch Shot talk	a Mahl		1	Imedly after shipment								4
2. T	ARGET REPORT On rea from Pa	1			2 hrs after 3" Trke Film Day	-							1
13. M	ISSION WX REPO Sech Mission i	ORI'			2 hrs after 3" Trkg Film Dev.						1		F
Ŧ	OP SEC	RET	Sa Cl/	nitize	33-02415A000	Ara Releas	\$qv 40x\2	hours.		TOTAL POSSI 100	BIE	TOTAL POSSIBLE	TOTAL RECEIVED

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	DREW NO			DATE:	. 14 1	(pri	11 1956	(OPERATION	S ORDER NO	. <u>.</u>	-1018	•	
	REPORTS G		IRED					WHEN S	UBMITTED			POSSIBLE	POINTS	
(WI	m recuired) ~	TES	100	DUE TIME	ON Tive	(5)	147E 0-201(4)	14(E 21-40'(3)	LATE 41-60'(2)	61-20'(1)	C	POINTS	RECEIVE	
1	INITIAL REPORT (Each Mission)	x		5 hours Prior T.O.								5	5	-
de democratica cons	DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)			Jumediately if r.O. delayed l hour									Ş	
3.	DEPARTURE RESPORT (Each Mission)	X		After T.O.								5	5 7	ļ
in any	ANCEL REPORT (Penels absorbed selection)			Immediately offer 15 or word that A/C is note										
*,	(sac) Mission)	X		Amediately after 1de			4					5	4	į
	Phother Photi (Receipt of A/C posi- cinn or obenge Fit Plan)	٠		immodiately upon receipt of informat- iou					В . Вчин, ший. об и вые чисьция че	ментического учения настанастического со			a delicate	•
7.	(When determined A/C ligst-overdue			imedly posi- tive info A/C lost or tot fuel time plus l hour			ž							, desired and the second second
	SORTIE REPORT (Each Mission)	X		2 hr after A/C lands	**************************************		4					5),	ij
İ	COMMANDES MISSION REPT (Each Mission)	X		lio hrs after A∕C lands								5	5	S
	NAVIGATION REPORT (Each Mission)	X		48 hrs after A/C lands						-		5	5 (Ì
	TAKE REPORT (Each Stot take Mat)	X		Imedly after shipment			, co					5	5 (
	TARGET REPORT On rec from Proj Hoj.			2 hrs after 3" Trkg Film Day.									7	F
13.	HISSION WX REPORT (Each Mission incldg	X	- 1	2 hrs after 3" Tring Film Dev.		T				1		5	1 ~	S. Constitution of
4	YES ONLY	Sa CI	nitize A-RDI	еві Арргоуедь Б Р33-024 -ГРО	eis Rel	6.63	Pow for 2	h hours.		TOTAL POSSI		POSSIBLE	TOTAL RECEIVED 34	

REPORTS X	RECU	TRED	T			WIEN S	DESTINED.		POSSIBLE	POINTS
RELEGIED) C	YES		DUE TIPE	08 TRT (5)	0-50.(7) PVIE	51-40.(3) TWE	141-601(2)	LATE 61-20'(1)	O POINTS	RECEIVE
(Lach Mission)	X		5 hours Prior T.O.			•			5	5
DETAY REPORT (T.O., beloyed I have or Mission Cancelled Prior			Immediately if f.O. delayed l hour							
to Fac.) Department little (Each Mission)	X		INBULATELY After T.O.			3			5	3
ADDAT ADDATA (Bach aborted mission)			Immediately after ldg or word that A/C is retg							. ₂ ,
Liverac Report (Sach Mission)	X		Immediately after ldg				-		5	- 5
PRANESS SEPTAT (Receipt of A/C post- tion or change Fit Flam)	·		Immediately upon receipt of informat-							
(When determined A/C lest-eventue			Imedly posi- tive info A/C lost or tot fuel time plus I hour					-		
SOUTH MEPOLT (Each Mission)	x		2 hr after A/C lands			4			5	K
(Each "dission)	x		48 hrs after A/C lands						5	5
(Lack Mission)	X		43 hrs after A/C lands						5	5
(),geh Shat take Mat)	X		Imedly after shipment						5	5
1 January French Hole			2 hrs after 3" Trk: Film Dev.						. 2	*
forest major inclusion	x		2 hrs after 3" Trkg Film Nev.	gaggicus o casos astrobascoluisco		3			5	3

MAVIGATION

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

MISSION	LEGS SCHEDULED	LEGS COMPLETED	CINCULAR ERROR	CIRCULAR Egror	SCORE
1005	Not scored -	Tracker inopera	1	ле	Not Scored
1006	Not. secred -	Tracker inopera	Live		Not Scored
3007	2		Lone than	Less then	5
1008	Not secred -	Tracker inopera	Livo		Not Scored
1009	2	2	Less than		2.5
2000	Air Abort				Not Socred
1011	2	1	Less than		2.5
1012	The second secon	t counted			The state of the s
1003	2	2	Loss than	Less than	5
1014	ì	1	Less than		5
1015	3.	1	Less than		5
1016	CANCELLED	due to weather		or tribung \ Toursday, Charles	
107	CANCELLED	DUE TO VEATHER	and and the state of the state	The state of the s	
1000	2	2	Less than		5
1019	1	1	Less than		5
		21 X 5 = 55	2 h.02 nate	***************************************	
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		in p make gether de laguage errors, de l'obligation de grappesse delle l'			and the state of t
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and the second s					
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МТОСТОМ	MA	XIMUM I	FLIGHT	LINE	DEVIAT	ION	1		
MISSION	#1	#2	#3	#4	#5	#6	#7	#8	#9
1005	2	1	wx	MX	3-5	2.5	*	25 PI	
1006	ŧx	WX	MX	8.5				20 Pt	
1007	3	WX	MX	2				25 Pt	,
1006	No Se	ore Came	ras el	. cert			*	0 24	
1009	10	4	WX	No Error	No Execut		=	23.7	to
1010	Not 3	sored -	Air Ab						
1011	2	5.5	3	2	1			24 Pt	•
1012								Managa bada Sarah Baran yang salam	
3013	6	5	4-5	2	3		*	24 Pt	
1014	1	5	1	2			*	25 Pt	
1015	8	2	8	3				23.7	te
1016	CANCE	TFO DAT	10 BA	DIER					
1017	CANCE	Lie die	IC JE	T.AR					
1018									
1019									
					TOTAL	ODTS =		8 24	.s 34
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TSSION		ION LEGS		OBSERVATION	FLIGH	IT LINES	SCORE
	SCHED	COMPL	SCHED	COMPL	SCHEL		SCORE B532
1005	2	8	Commence. Stops surmitably readel to the second	•	6	6	15
L006	2	L THE PROPERTY PARTY IN COLUMN 2	PATTAGENE CHEMICAL SANDON SANDON SANDON		4	4	12.4
1007	2 	Z.	10	20	4	•	25
T008	2	Ž	The second control of	O DESCRIPTION OF THE PROPERTY	5	\$	15
r005	2	. 2	District Market Street	2	2		14.7
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011		25X1/	16a	THE RESERVE THE PERSON NAMED IN THE PERSON	_4		PREMIEROLE SITURDO DE SENSO EN ESTADO DE LA PROSETORA.
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യം പര	2	2	10	16	5		15
01.5	1	1	ga. Pateratinas einatus garateraudajan irta, desteraudadore	THE RESERVE THE PROPERTY OF TH	4	4	15
016		ed due to	10	10	A	4	<u> </u>
01.7		ED DUB TO			THE PERSONNEL PROPERTY.		AND THE COMMENT OF TH
ns l	8	2	10	20			Mandada Paris Sunter do Esta Margarita de
ng _	1	1	STATE OF THE STATE		SAD BU CHIMAT TRACTICA		15
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TO THE PERSON NAMED IN THE	Contract standard at or property of the special contract of the special contra	T. III CONTROL VICTORIA CONTROL CONTRO	K.O. YHPPHANORMONINTEET EET ERVEN EIGHIJAMAN ERGEN				proposate and the state of the
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RECAPITULATION OF MEMERICAL SCORE

TAB NUMBER	ITM	CINTS POSSIBLE	-OTN'S ATTAINED
Ą	% AIRCRAFT ATRIBUNE ON TIME	10	% St.
B	% REQUIRED AIRCRAFT EFFECTIVE	25	
C	* REQUIRED AIRCRAFT COMPLETING MISSION AS BRIEFFO	15	11.53
D	\$ ACCOMPLISHMENT OF USCM REQUIREMENTS	15	13.05
£	CREW PROFICIENCY		
	(1) NAVIGATION	5	23
	(2) PHOTO FLIGHT LINE PLYING	25	
F	COMBAT REPORTS	5	∂ .00
	Tot al .	100 TOT	Ale Service A. A.

CAP FURM

MISSION	SCHEDULED TIME	ACTUAL TIME	ERROR _O 9	S 5 SCORE
1005	0648	0648	B 3	10
1006	0655	0655	0	10
1007	0730.	0731	0	10
1008	0679	0:8.9	0	10
1009	0639	06LD+28	1:28	8
1010	071.2	0722	0	10
1011	0645	064,5	0	10
1012	0701.	0703	0	20
1013	0744	0744	: 0	20
1014	0650	0650	0	10
1015	0820	0620	0	1.0
1016	CARCHILED DUE	TO WEATHER		
1017	CANCELLED DUE	TO WEATHER		
1018	0730	0730	0	10
1019	0900	0900	0	10
			TOTAL	128
	128 PODOTS TO	TAL POINT SCORE		9,64
				ANG CONTINUES CO
			FORGI	CRET
FACE - 1 CO		1		A PRINCE

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

Sanitized - Approved Remarke Harsen W A-RDP33-02415

ISSION	₹ E	EFFECTIVE	EQUIPMENT FAILED	POINT OF FAILURE	REMARKS
1005	52,96	19,12 Pts	Tracker & 24" Inoper	distre	
1006	40,06	10,0 Pts		25	828 5
1007	60,05	15,0 Pts	6º Vertical Out		
1,008	OS	0 Pts	Complete Cemera Fail	re	
1009	100%	25.0 Pts		·	
1000	Not Son	red			
1011	75,06	18.75 Pta	Tracker & Tri-Het Or	- Slightly before en	of Higgis
3/11/2	70.05		Right Chlique Out		
1013	100%	25.0 Pts			
1014	70.05	17.50 Pto	Vertical Comera Out		
1015	1006	25.0 Pto			
1016	CANCELL	ED DUB TO W	ATHER		
1017	CANCILL	ED DUE TO W	ATHER		
1018					
100.9			and a filter work had been the filter than the		
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	Op.	المراجع المالا			TAB WBD

ISSION	SCORE	REMARKS B53285
		Ros
1005	15	
3,006		
1007		
1008	15	
1009	15	
1010	. 0	Air Abort - Fuel Pump Failure
1013	15	
1002	0	Breine trouble lended at 25X1A6a
1013	74	Pilot yand strongft excessively causing "FlereOut"
1014	78	
1015	15	
		Cancelled Due to Westher
1016		
2017		Genealled Due to Meather
1018	15	
_3019	15	
		13/100% # 76.9% Completed as Briefed
		I 15 Points
		11,53 Points

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		TAB "C"

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1005	OFFICE 25X1A9a
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		DEPETTVE	MARGINAL	HOW-+FFECTIVE
1.	De-briefing Started at Scheduled Time	The Artist American	The state of the s	And the second s
A CONTRACTOR OF THE CONTRACTOR	Personnel Attendings a. Crew Chief b. Meather c. Intelligence d. Flight Planning Team e. Photo Section f. Physiological Section	XXX		
	Lisaion Florm as Refered	Pro Control Control (1997) - Novel Address of Address Control		PARO HISTORY SIR INSTANCE AND
3.	Photo Accomplished as Briefed	- All and the All accommunication		
40	Celestial Accomplished as Driefod	o transport of broadpas and page to the	makemenin salan. Perasinga astay dipera	ACCUPATION OF THE PARTY OF THE
.40	Cruise Control		PROPERTY OF THE STREET, AND ADDRESS OF THE STREE	MATERIAL TRANSPORTER
6.	Aircraft offoctiveness			
	a. Aircraft General			
	b. Poriscope			
	o. Tracker			And the state of t
	d. Tri-Comers	2/4		
	e. 24° Cemero			
	f. Rocking Mount			
	g. Communications			
7.	Navigation - Celesticl			
3.	cethor			Marie Moneton Avandada and an

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(1)	Debriefing started 5 minu	tos late.	lai	e. Rest o	f staff
25X1A9a	on time, needed som	sething to	est. Bro	ught it wi	th him.
	Recommend some sort of sne	ok be med	evailabl	e to pilot	at
	de-briefing.	· (1985年) [1] [1] [1] [1] [1] [1] [1] [1] [1] [1]	to nontribit vitibae. Us 2005 rocuerda (roca, empresidada documen	ner en ablea o suita configirante confirmidativació bloco en	MAN man man or grant
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- Pilot better organized to answer questions, especially weather. (1)
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STATISTICAL SUMMARY OF USOM

TAB "A" - OPERATIONS

TAB "B" - MAINTENANCE & SUPPLY

TAB #B#

DEBRIFFING

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all debriefings were rated as <u>affective</u>. Debriefings were scheduled one (1) hour after landing and all sections involved were generally in attendance. Debriefings were thorough and the information obtained aided all concerned in keeping abresht of the situation and preparing for the following days effort. Detailed debriefing check shoots for each sortic flown are included as inclosures to this ansate.



